



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

March 5, 2008

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





Letter of Transmittal

TO: Toll Bridge Program Oversight Committee
(TBPOC)

DATE: February 27, 2008

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – March 5, 2008

Herewith is the TBPOC Meeting Materials Packet for the March 5th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics. Items that are to be included after the mail-out will be printed on blue paper.

Attached to this memo is a map with directions to the meeting venue.

Attachment:

Driving Directions to the Bay Bridge Public Information Office on Treasure Island



THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECTS

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION



TBPOC MEETING
March 5, 2008, 1:00 – 4:00 p.m.
Lunch provided at 1:00 p.m. Tour begins at 1:30 p.m.
SFOBB Public Information Office, Treasure Island

Topic	Presenter	Time	Desired Outcome
1. CHAIR'S REPORT	W. Kempton, CT	5 min	Information
2. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATE (PART ONE) a. Overview of Yerba Buena Island***	PMT	20 min	Information
3. TOUR OF YERBA BUENA ISLAND	T. Anziano, CT B. Casey, CT	50 min	Information
4. CONSENT CALENDAR a. January 31, 2008 Meeting Minutes*	A. Fremier, BATA	1 min	Approval
5. PROGRESS REPORT a. Draft February 2008 Monthly Progress Report*** b. Legislative Update*	A. Fremier, BATA S. Maller, CTC	1 min 5 min	Information Information
6. PROGRAM ISSUES a. Forecast Revisions* 1) E2/T1* 2) Skyway* 3) Richmond-San Rafael*	P. Lee, BATA	10 min	Approval Approval Approval Approval
7. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES (PART TWO) a. Yerba Buena Island Detour 1) Forecast Revision* 2) Budget Revision* 3) Contract Change Orders* a) CCO 55, Supplement 1* b) CCO 56* c) CCO 112, Supplement 1* b. Opportunity Corridor Schedule* c. West Approach 1) Contract Change Order 13, Supplement 10* 2) Public Event d. Gateway Park: Public Access Visioning Conference*	T. Anziano, CT T. Anziano, CT T. Anziano, CT T. Anziano, CT T. Anziano, CT T. Anziano, CT T. Anziano, CT	20 min 20 min 10 min 10 min 5 min 10 min 5 min	Approval Approval Approval Approval Approval Approval Information Approval Information Information
8. Other Business	W. Kempton, CT		n/a
Next TBPOC Meeting: Thursday, April 3, 2008, Bay Area			

* Attachments

** Final Documents still in process; to be provided as soon as available.

***Stand alone document included in the binder.

TBPOC MEETING March 5, 2008

INDEX TAB	AGENDA ITEM	DESCRIPTION
1	1	CHAIR'S REPORT (No attachments)
2	2	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATE (PART ONE) a. Overview of Yerba Buena Island***
3	3	TOUR OF YERBA BUENA ISLAND
4	4	CONSENT CALENDAR a. January 31, 2008 Meeting Minutes*
5	5	PROGRESS REPORTS a. Draft February 2008 Monthly Progress Report*** b. Legislative Update*
6	6	PROGRAM ISSUES a. Forecast Revisions* 1) E2T1* 2) Skyway* 3) Richmond-San Rafael*
7	7	SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES (PART TWO) a. Yerba Buena Island 1) Forecast Revision* 2) Budget Revision* 3) Contract Change Orders* a) CCO 55, Supplement 1* b) CCO 56* c) CCO 112, Supplement 1* b. Opportunity Corridor Schedule* c. West Approach 1) Contract Change Order 13, Supplement 10* 2) Public Event d. Gateway Park: Public Access Visioning Conference
8	8	OTHER BUSINESS (No attachments)

* Attachments

** Final Documents still in process; to be provided at the meeting

*** Stand alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATE (PART ONE)

a. Overview of Yerba Buena Island

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Program Management Team (PMT)

RE: Agenda No. - 2a
Item- San Francisco-Oakland Bay Bridge Update (Part One)
Overview of Yerba Buena Island

Recommendation:

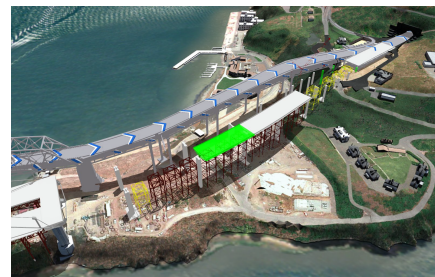
For Information Only

Discussion:

The PMT will provide an overview of work conducted on Yerba Buena Island (YBI) followed by a 50-minute tour. As requested by the TBPOC in January, the presentation will include a description of YBI work and an overview of how the various bridge components connect.

Attachment:

Building the East Span - Chapter 1: Yerba Buena Island



BUILDING THE EAST SPAN



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

chapter one

YERBA BUENA ISLAND

March 5, 2008



INTRODUCTION

Purpose of the Document

"Chapter 1: Yerba Buena Island" serves as an informational guide in understanding the various components in building the East Span. This overview is part of the "Building the East Span" series comprised of three Chapters—Chapter 1: Yerba Buena Island, Chapter 2: Self-Anchored Suspension (SAS) Structure, and lastly Chapter 3: Oakland Touchdown. Each of the Chapters will address the following topics:

- Background Information
- The Basics
 - What are the major components?
- How does it all work?
 - What is the sequence in building the bridge?

BACKGROUND INFORMATION

The Goal

The overall East Span goal is to open the San Francisco-Oakland Bay Bridge to traffic in both directions by September 2013. This will be done by focusing on three key goals as defined in the 2007 East Span Strategic Plan 1) Accelerate schedule to seismic safety earlier than current schedule of September 2013; 2) Maintain fiscal responsibility while supporting schedule acceleration and 3) Maintain positive relationships, communications, and outreach with the public and stakeholders to ensure smooth implementation.

The Strategy

The strategy for completing the East Span is often compared to a "horserace" as illustrated on the following page. See Figure 1.0 East Span Sequence. The analogy of having three "horses"—Yerba Buena Island, Self-Anchored Suspension, and Oakland Touchdown racing and aligning to meet at major milestones. Once met, progress continues.

The Opportunity Schedule serves as a planning tool in identifying ways to accelerate the schedule and open the bridge to traffic earlier than September 2013.

Key characteristics of the Opportunity Schedule include:

- Developed in early 2007 as a means to plan for early delivery
- Proposed Approach: 1) Work together with the Contractor in owning the plan and identifying additional opportunities to accelerate the schedule 2) Continued focus on risk management and mitigation
- Key assumptions include SAS being completed six months earlier than the current schedule, early completion incentives attained, target Detour move is spring 2009.

Since 2005, the TBPOC has made 27 decisions related to work on Yerba Buena Island. Decisions range from schedule management, coordination, and YBI Implementation Strategy to Labor Day closure communications. Decisions are guided by principles and key goals defined in the East Span Strategic Plan.

Key decisions include:

- October 28, 2005 – Approval to build a two-deck eastbound and westbound Detour.
- February 23, 2006 – Approval to split the Detour and YBITS contracts, and to further explore alternate solutions to reduce the period of temporary detour use.
- May 31, 2006 – Approval to maintain current alignment of Yerba Buena Island Transition Structure (YBITS) and current plan for two-deck eastbound and westbound Detour. The current alignment provides the best balance in addressing impact on Bay Area congestion, seismic safety, traffic safety, and constructability.



- February 15, 2007 – Final strategy for Yerba Buena Island: Approval to proceed with West Tie-In Phase 1/YBI Viaduct replacement Labor Day weekend 2007, Detour change order, revision of budget and forecast on an interim basis.
- June 27, 2007 – CCO Implementation Strategy: Approval to give the Department authority to negotiate the Contract Change Order Implementation Strategy in a comprehensive manner within the scope of the current budget. Individual CCOs are to be presented to the TBPOC for final approval.

The Basics

The work on Yerba Buena Island is comprised of three major components (or contracts)—the Temporary Detour, the Westbound Transition Structure (YBITS WB), and the Eastbound Transition Structure (YBITS EB). The Temporary Detour contract includes work on the west tie-in (WTI), east tie-in (ETI), viaduct and advance foundation work (W3 to W7).

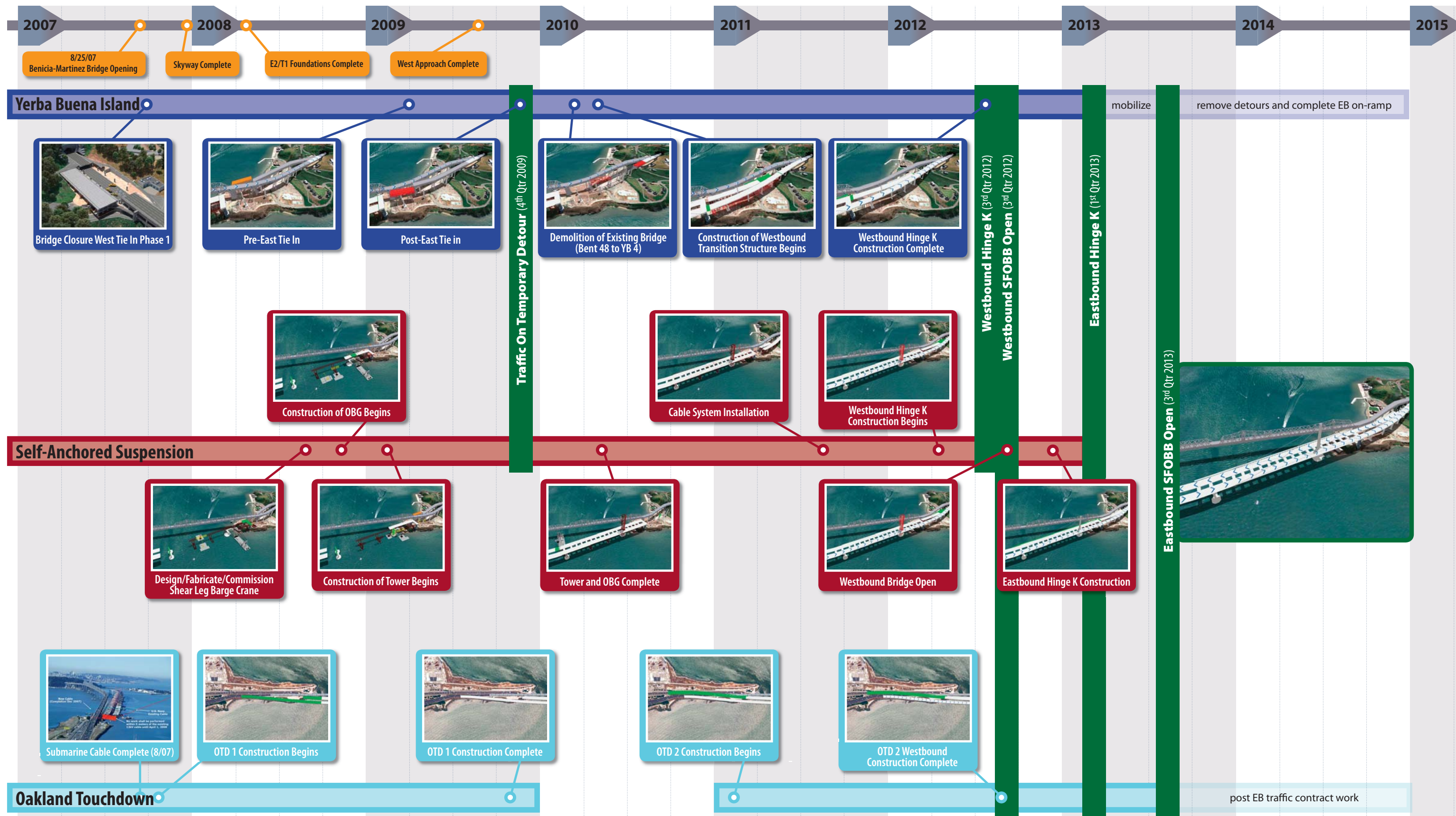
How Does It Work?

The sequence of completing the Yerba Buena Island work is illustrated on the following pages. The sequence in building the bridge remains the same no matter what timeframe is identified.



STRATEGY: The key to compressing work and accelerating the schedule is aligning YBI, SAS, and OTD.

* milestones based on completion dates unless noted otherwise





Overview of SAS and YBI



1. W2 Construction



2. Temporary Tower Work



3. Design/Fabricate/Commission Shear
Leg Barge Crane



4. Construction of OGB Begins



5. Construction of Tower Begins



6. Tower and OGB Midway through Construction



7. Tower and OBG Completed



8. Storm Cable and Catwalk Installation



9. Cable System Installation



10. Westbound Hinge K Construction Begins



11. Westbound Bridge Open



12. Eastbound Hinge K Construction



13. Eastbound Bridge Open



Overview of YBI



1. Detour Viaduct Construction

- Construction of West Tie In Phase 1 (orange)



2. Temporary Detour: Pre-East Tie In / Pre-Bridge Closure

- Construction of East Tie In; Preparation for Roll-out/Roll-in (orange)
- Complete Construction of West Tie In Phase 2
- Traffic on Existing Bridge



3. Post-East Tie In / Post-Bridge Closure

- Roll-out/roll-in Complete
- Westbound (top level) & Eastbound (bottom level) Traffic Switch to Detour
- Begin Demolition of Existing Bridge (red)



4. Demolition of Existing Bridge

- EB and WB Traffic on Temporary Detour



5. W5 Construction (green)

- Demolition of Existing Bridge Complete
- YBITS Advanced Foundation Work - Footings and piers for W5, W3L, W3R, W4, W6, W7 and duct bank
- WB and EB Traffic on Detour



6. Westbound Transition Structure

- Construction of Footings, Piers and Decks for Frames 1 and 2 of Westbound Transition Structure (green)



7. Pre-Hinge K

- Westbound Transition Structure – Continued Construction of Footings, Piers and Decks
- Eastbound Transition Structure – Construction of Footings, Piers and Decks (green)



8. Westbound Hinge K Construction (green, far left)

- Eastbound – Continued Construction of Footings, Piers and Decks (green, center right)



9. Westbound Open / Eastbound Hinge K Construction

- Westbound – Traffic Switch to New Bridge Transition Structure (blue arrows)
- Eastbound – Construction of Eastbound Hinge K (green block, left)
- Eastbound Traffic Remains on Bottom Level of Temporary Detour



10. Eastbound Open

- Westbound and Eastbound Traffic Open to Traffic on New Bridge

ITEM 3: TOUR OF YERBA BUENA ISLAND

ITEM 4: CONSENT CALENDAR

- a. January 31, 2008 Meeting Minutes

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 4a
Consent Calendar
Item- January 31, 2008 Meeting Minutes

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The Program Management Team has reviewed and requests TBPOC approval of the minutes for the January 31, 2008 meeting.

Attachment:

January 31, 2008 Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC MEETING MINUTES **January 31, 2008, 2:00 p.m.** ZPMC Conference Room **Shanghai, China**

Participants:

TBPOC Members: Randy Iwasaki (for Chair Will Kempton), Steve Heminger, John Barna

PMT Members: Tony Anziano, Andy Fremier, Stephen Maller

Others: BATA Chair Dodd, Peter Lee, Dina Noel, Ken Terpstra, Phil Stolarski, Jim Merrill, Jason Tom, Keith Devonport, Peter Siegenthaler, Rod McMillan

Convened: 2:00 PM

Items		Actions
1. Chair's Report <ul style="list-style-type: none">Vice Chair Heminger stated that Chair Kempton was not able to join the TBPOC meeting in China due to the death of his father-in-law (Mr. Charles Benjamin Marshall, Sr.) and moved that the meeting be adjourned in his memory.		<ul style="list-style-type: none">None
2. Consent Calendar <ul style="list-style-type: none">December 11, 2007 meeting minutesDecember 21, 2007 meeting minutesRevised 2008 TBPOC Calendar		<ul style="list-style-type: none">The TBPOC unanimously APPROVED all items under the consent calendar.
3. Progress Report <p>a. January 2008 Monthly Progress Report Discussion:</p> <ul style="list-style-type: none">Normal schedule is to mail the Monthly Report to the BATA Oversight Committee on February 6th for the meeting on the 13th.Align the delivery schedule of the monthly with the quarterly report. The TBPOC was requested to allow the presentation of the monthly report directly to the BATA Oversight Committee.		<ul style="list-style-type: none">The TBPOC directed staff to bring the Monthly Report directly to the BATA Oversight Committee for the meeting on the 13th.

(continued)

Items	Actions
<p>4. Program Issues</p> <p>a. LD/TRO/Project Specific Insurance Policy</p> <p>Discussion:</p> <ul style="list-style-type: none">• Tony Anziano provided an overview of the contract incentive clauses and milestones in the SAS contract. Staff is reviewing if the incentive clauses are most effective and will bring potential revisions to the clauses to the TBPOC at a future meeting for consideration.• The TBPOC requested industry comparables for incentives and LDs to be provided at the next meeting. <p>b. Legislative Update</p> <p>Discussion:</p> <p>The PMT recommended that the Legislative Update be held during the Bay Area Legislative Caucus meetings in March or April 2008.</p> <p>c. Legislative Visit to China</p> <p>Discussion:</p> <ul style="list-style-type: none">• Discussions are under way for a potential visit to the fabrication facilities in China for legislative members.	<ul style="list-style-type: none">• PMT/Staff to present the following at a near-term future TBPOC meeting:<ul style="list-style-type: none">○ potential revisions to contract incentive clauses○ industry comparables for incentives and LDs• The TBPOC directed PMT to coordinate the Legislative Update with a future Bay Area Legislative Caucus meeting.• The TBPOC directed the PMT to continue to keep legislative staff updated on project issues.
<p>5. San Francisco-Oakland Bay Bridge Updates</p> <p>a. Yerba Buena Island Contract Change Orders 80 and 112</p> <p>Discussion:</p> <ul style="list-style-type: none">• Tony Anziano requested approval of CCO 80, which includes added cost to erect detour viaduct and CCO 112, which includes the advanced order of materials for the East Tie-In. Both CCO's are within the current \$334 million project budget.• The TBPOC requested:<ul style="list-style-type: none">○ detailed description of work on YBI and how all related	<ul style="list-style-type: none">• The TBPOC APPROVED the CCO 80 in the amount of \$6,912,200 and CCO 112 in the amount of \$2,000,000.• PMT/Staff to provide a status update on Yerba Buena Island work. Status to include:

(continued)

Items	Actions
<p>projects are phased.</p> <ul style="list-style-type: none"> ○ strategies for addressing issues and opportunities for improving the overall project schedule. <p>b. Jones Act</p> <p>Discussion:</p> <ul style="list-style-type: none"> • There is verbal agreement between ABF and the US Coast Guard that the barge is in compliance with the Jones Act. The barge will be used to ship dredge materials from the Northwest to Santa Monica. A letter from the US Coast Guard on this subject is pending. • Later, a crane will be installed by ABF on the barge in Shanghai. The crane will be manned by ABF with local operators. <p>c. West Approach</p> <p>Discussion:</p> <ul style="list-style-type: none"> • Tony Anziano requested a budget change of \$24.7 million and forecast change of \$41.7 million for the West Approach project. The budget change will cover various change orders and to replenish the project contingency. • Staff discussed the disposition of right-of-way parcels purchased by the toll program to facilitate construction of the project and the reimbursement of the toll accounts for the properties upon re-sale. 	<ul style="list-style-type: none"> ○ Description of YBI work, overview of how components connect and identify strategies for addressing issues and opportunities for improving the overall project schedule. <ul style="list-style-type: none"> • The TBPOC APPROVED the budget change for the West Approach project. • Randy Iwasaki (Department) to work with the Department of Finance and Caltrans Accounting to ensure that revenues from lands sales and for reimbursable bridge repairs are credited to bridge toll accounts.

Next Meeting: March 5, 2008, Caltrans Public Information Office, Treasure Island

Meeting adjourned at 2:50 p.m. in remembrance of Mr. Charles Benjamin Marshall, Sr.
Adjourned: 2:50 PM

(continued)

**TBPOC MEETING MINUTES
January 31, 2008, 2:00 PM – 2:50 PM**

APPROVED BY:

WILL KEMPTON, Director
California Department of Transportation

Date

JOHN F. BARNA, Jr., Executive Director
California Transportation Commission

Date

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

ITEM 3: PROGRESS REPORT

- a. Draft February 2008 Monthly Progress Report

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 5a
Progress Report
Item- Draft February 2008 Monthly Progress Report

Recommendation:

For Information Only / Approval Confirmation

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The PMT approved the January 2008 Monthly Progress Report through delegated TBPOC authority on February 12, 2008 and requests TBPOC confirmation of this approval.

Included in this binder is a copy of the draft February 2008 Monthly Progress Report. TBPOC approval of this report, through PMT delegation, is anticipated as soon as updated expenditure data and final comments are incorporated.

Attachment:

Draft February 2008 Monthly Progress Report



Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report February 2008

Draft
Version 3.0



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: March 2008



Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
February 2008

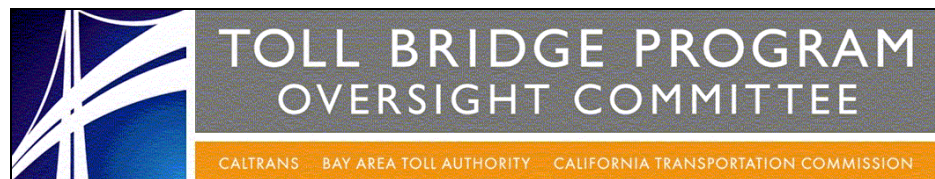


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Toll Bridges of the San Francisco Bay Area



* Under the Jurisdiction of the Golden Gate Bridge, Highway and Transportation District

INTRODUCTION

In July 2005, Assembly Bill 144, (AB 144) Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprising the Caltrans' Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of \$1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
1927 Carquinez Bridge Demolition	Complete
Interstate 880/State Route 92 Interchange Reconstruction	Construction
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost (\$ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/20/07)	Cost Forecast*	At- Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.4	-	959.4	560.5	977.1	17.7	●
Capital Outlay Construction								
Skyway	Construction	1,293.0	-	1,293.0	1,204.1	1,293.0	-	●
SAS E2/T1 Foundations	Construction	313.5	-	313.5	264.6	313.5	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	348.6	1,767.4	13.7	●
YBI Detour	Design/Const	131.9	202.5	334.4	131.6	334.4	-	●
YBI Transition Structures	Design	299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1					-	214.3		
* YBITS Contract No. 2					-	58.5		
* YBITS Contract No. 3 - Landscape					-	3.3		
Oakland Touchdown (OTD)		283.8	-	283.8	42.0	302.5	18.7	
* OTD Submarine Cable	Complete				7.9	9.6		●
* OTD No. 1 (Westbound)	Construction				34.2	226.5		●
* OTD No. 2 (Eastbound)	Design				-	62.0		●
* OTD Electrical Systems	Design				-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Construction	15.0	3.3	18.3	15.7	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	38.8	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	179.2	5,665.8	2,695.8	5,674.7	8.9	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	101.2	120.0	-	
Capital Outlay Construction		309.0	-	309.0	266.2	350.7	41.7	●
Total SFOBB West Approach Replacement		429.0	-	429.0	367.4	470.7	41.7	
Richmond-San Rafael Bridge Retrofit	Complete							●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(82.0)	698.0	666.6	698.0	-	
Total Richmond-San Rafael Bridge Retrofit		914.0	(89.0)	825.0	793.3	825.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	698.1	705.6	-	
Total Program Completed Projects		925.4	-	925.4	917.5	925.4	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(90.2)	809.8	-	759.2	(50.6)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	4,798.7	8,685.0	-	

● Within Approved Current Schedule and Budget

● Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation

● Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

*Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available program funds has been made available by the Treasure Island Development Authority.

Notes: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2007)	Project Complete Schedule Forecast (01/2007)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 11.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Jan 08	(2)	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See Note.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on pages 18 and 19.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a		Jan 08	Jan 08	-	●	
• OTD Westbound	n/a		Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
◆ Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
◆ Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 09	(7)	●	
◆ Open to Traffic Date: Mainline Realignment	n/a	-	Apr 08	Apr 08	-	●	
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. \$89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	See page 33.

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program—Cost (\$ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (01/2007)	Cost Forecast*	At- Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	35.2	192.3	178.4	192.3	-	
Capital Outlay Construction		861.6	173.5	1,035.1	953.3	1,035.1	-	
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-	
Project Reserve		20.8	4.0	24.8	-	24.8	-	
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,144.1	1,272.5	-	
Carquinez Bridge Replacement Project	Construction							●
Capital Outlay Support		124.4	(0.2)	124.2	122.5	122.6	(1.6)	
Capital Outlay Construction		381.2	3.2	384.4	376.7	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(3.0)	9.1	-	0.6	(8.5)	
Total Carquinez Bridge Replacement Project		528.2	-	528.2	509.1	518.2	(10.0)	
I-880/SR-92 Interchange Reconstruction	Construction							●
Capital Outlay Support		28.8	26.2	55.0	35.8	55.0	-	
Capital Outlay Construction		94.8	60.2	155.0	-	155.0	-	
Capital Outlay Right-of-Way		9.9	5.1	15.0	8.8	15.0	-	
Project Reserve		0.3	19.7	20.0	-	20.0	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	44.6	245.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.4	58.8	1.8	
Capital Outlay Construction		324.4	3.6	328.0	308.1	313.0	(15.0)	
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	
Project Reserve		2.6	1.4	4.0	-	7.1	3.1	
Total Program Completed Projects		390.7	-	390.7	366.0	379.7	(11.0)	
Total Regional Measure 1 Program		2,112.6	323.8	2,436.4	2,063.8	2,415.4	(21.0)	

● Within Approved Current Schedule and Budget

● Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation

● Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

Note: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2007)	Project Complete Schedule Forecast (01/2007)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• New Benicia-Martinez Bridge	Dec 07	-	Oct 07	Oct 07	-	●	Bridge was opened on August 25, 2007.
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Dec 09	-	●	
• I-680/I-780 Interchange Replacement	Dec 07	-	Dec 07	Dec 07	-	●	
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
1927 Carquinez Bridge Demolition Project	Dec 07	-	Dec 07	Dec 07	-	●	
I-880/SR-92 Interchange Reconstruction	Dec 10	-	Jun 11	Jun 11		●	Contract was awarded on August 28, 2007 with the approval of the State budget.

Highlights of Project/Program Activities and TBPOC Actions for February 2008

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement Project

- ◆ On the Yerba Buena Island (YBI) Detour Contract, Caltrans and its contractor are now focusing on completing the YBI Advanced Work and the detour viaduct to be constructed just south of the existing bridge. Viaduct bent caps 49 and 50 are substantially complete. Erection of the viaduct has started. The 65% design of the East Tie-in was delivered.
- ◆ On the Self-Anchored Suspension Span (SAS) E2/T1 Foundation Contract, Caltrans has accepted the project on January 18, 2008.
- ◆ On the Skyway Contract, all major structural work has been completed. Ongoing punchlist work includes painting, and installation of the bikepath railing. Work is forecast to be completed by February 2008.
- ◆ On the SAS Superstructure Contract, Caltrans and its contractor are working on final trial mock-ups of the steel tower and deck sections. The contractor poured the first lift for the pier table at W2. The temporary tower subcontractors' have started field work on temporary towers A and B which will support the SAS during erection. The contractor completed the production of the barge that will carry the shearleg crane used to erect the SAS. The barge has left the fabrication facility and will be heading to China. Fabrication of the shearleg crane in China has started. Fabrication of the saddle is 35% complete. The cable band friction test was conducted successfully at Pier 7.
- ◆ On the Stormwater Treatment Measures contract, construction work was completed in December.

SFOBB West Approach Seismic Retrofit Project

- ◆ On the San Francisco-Oakland Bay Bridge West Approach Project, Caltrans is continuing with the final major phase of the project – the reconstruction of the eastbound I-80 approach structure from 5th Street to the San Francisco anchorage. Caltrans is forecasting that the major mainline traffic switch will occur in April of 2008. Overall, the contract is forecast to be completed in January 2009.
- ◆ The TBPOC is forecasting an increase to the final cost of the West Approach Project, however, costs are well within the TBSRP program contingency and will result in no change to the overall program budget. These additional costs can be attributed to a number of changes made to complete this very complex project ahead of schedule and performed in a safe and constructible manner with the least impact to the traveling public.

Richmond-San Rafael Bridge Seismic Retrofit Project

- ◆ On the Richmond-San Rafael Bridge Seismic Retrofit Project, Caltrans has concluded negotiations with regulatory agencies on pile driving issues and impacts to fisheries and a settlement has been reached.

Regional Measure 1 Program

New Benicia-Martinez Bridge Project

- ◆ On the New Benicia-Martinez Bridge Contract, Caltrans and its contractors have completed the final punchlist items, and the project was accepted on September 28, 2007. The Proposed Final Estimate (PFE) was issued to the Contractor on November 29, 2007. The first working date of the contract was January 14, 2008.
- ◆ On October 31, 2007, Caltrans opened bids on a contract to modify the existing Benicia-Martinez Bridge to southbound only traffic and a new bike and pedestrian pathway. The contract was awarded on November 21, 2007 to American Civil Constructors and Top Grade Construction Joint Venture. The 1st contract working day was on January 14, 2008. The contract is expected to take approximately two years. (See detailed progress status on page 38).

I-880/SR-92 Interchange Project

- ◆ On the Interstate 880/State Route 92 Interchange Contract, the contract has been awarded to a joint venture of FCI Constructors and Granite Construction. Caltrans approved the contract on September 28, 2007 and the first contract day of the project was October 26, 2007. The contract schedule status as of the end of January 2008 shows 16% schedule completion. Work includes: the Retaining Wall "G" footing (F location), and the Retaining Wall "A" CIDH piles, the completion of temporary ramps (TSE1 & TSW1) and installation of all wick drains at all the quadrants of the SR92 / I880 interchange. Work is to begin at Bents 3 & 4 of the East to North Connector Bridge (ENCONN) once the grade dries out. Roadway excavation and grinding has begun at the I-880 (AL Line) in both north and southbound directions. The Eldridge (Pedestrian Overcrossing) POC pile driving at abutment and bents have just been started at the west side of I-880. (See detailed progress status on page 39).

New Carquinez Bridge Project

- ◆ On the 1927 Carquinez Bridge Demolition Contract, Caltrans and its Contractor have completely removed the old Carquinez Bridge. The contract will be substantially complete in December 2007. Minor punchlist and add-on drainage and security work will be completed over the next few months, as Caltrans is in the process of accepting the contract.



The New Carquinez Bridge From the North East



PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)
 - Yerba Buena Island (YBI) Detour Contract
 - Yerba Buena Island (YBI) Transition Structure Contracts
- Oakland Touchdown (OTD)
 - Oakland Touchdown (OTD) Submarine Cable Relocation Contract
 - Oakland Touchdown (OTD) #1 Contract
 - Oakland Touchdown (OTD) #2 Contract
- Other Major Contracts
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Richmond-San Rafael Bridge Seismic Retrofit Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: Skyway—construction of two parallel concrete structures, each approximately 1.3 miles in length; Self-Anchored Suspension (SAS) Foundation—construction of SAS marine foundations; SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary (\$ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.4	-	959.4	560.5	977.1	17.7
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	-	1,293.0	1,204.1	1,293.0	-
SAS E2/T1 Foundations	313.5	-	313.5	264.6	313.5	-
SAS Superstructure	1,753.7	-	1,753.7	348.6	1,767.4	13.7
YBI Detour	131.9	202.5	334.4	131.6	334.4	-
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1				-	214.3	
* YBITS 2				-	58.5	
* YBITS 3 - Landscape				-	3.3	
Oakland Touchdown	283.8	-	283.8	42.0	302.5	18.7
* OTD Submarine Cable				7.9	9.6	
* OTD Westbound				34.2	226.5	
* OTD Eastbound				-	62.0	
* OTD Electrical Systems				-	4.4	
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	15.7	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
TOTAL	5,486.6	179.2	5,665.8	2,695.8	5,674.7	8.9

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a		January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-

*Contract schedules being further assessed due to changes in SAS schedule.

Project Status: Construction is substantially complete for the Skyway contract. Construction is complete for the SAS E2/T1 Foundations and Stormwater Treatment Measures contracts. Construction is currently on going for the YBI Detour, SAS Superstructure, and OTD #1 (Westbound) contracts. Contracts in design include the OTD #2 (eastbound), the YBI Transition Structure (YBITS) Contract #1, YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements.

Project Issues: All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A preliminary risk register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is on-going and is trending higher COS costs for the project.

The Risk Response Team for COS is evaluating the analysis and risk response actions to mitigate. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

Recent TBPOC Actions: See the following contract detail pages for specific TBPOC actions on East Span contracts.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SKYWAY CONTRACT

Contract Description: The Skyway contract constructs two parallel pre-cast concrete approach spans from Oakland to the self-anchored suspension span near Yerba Buena Island.

Skyway Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	-	197.0	174.7	197.0	-
Capital Outlay Construction	1,293.0	-	1,293.0	1,204.1	1,293.0	-
TOTAL	1,490.0	-	1,490.0	1,378.8	1,490.0	-

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

Contract Status: The Skyway Contract is substantially complete. Minor punchlist work on hand railings, overhead signage and other work will be completed by February 2008 barring any delays due to weather. The eastbound and westbound structures are 100% complete with the erection of all segments and the eastbound polyester overlay has also been completed.

Contract Issues:

Issue	Mitigating Action
KFM issued 15 NOPCs on behalf of USI for welding issues related to the fabrication of the Steel Orthotropic Box Girders (SOBG).	Caltrans and the contractor have tentatively agreed on a settlement that will resolve all outstanding issues related to the USI NOPCs. There is sufficient contract budget to resolve issue.

Recent TBPOC Actions: The TBPOC approved the settlement with KFM/USI to resolve the outstanding NOPCs related to the Orthotropic Box Girder.

Contract Photographs



Skyway – Painting Bike Path Railing



Skyway – Looking East



Skyway – Underside Paint



Skyway – Painting Bike Path Railing



Skyway – Traveler Ladder



Skyway – Rail Painting

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) E2/T1 Foundations contract constructs the main tower foundation at T1 and the adjacent east foundation at E2. (See diagram pg. 14)

SAS E2/T1 Foundations Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(11.0)	41.5	26.0	41.5	-
Capital Outlay Construction	313.5	-	313.5	264.6	313.5	-
TOTAL	366.0	(11.0)	355.0	290.6	355.0	-

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundations Schedule Summary

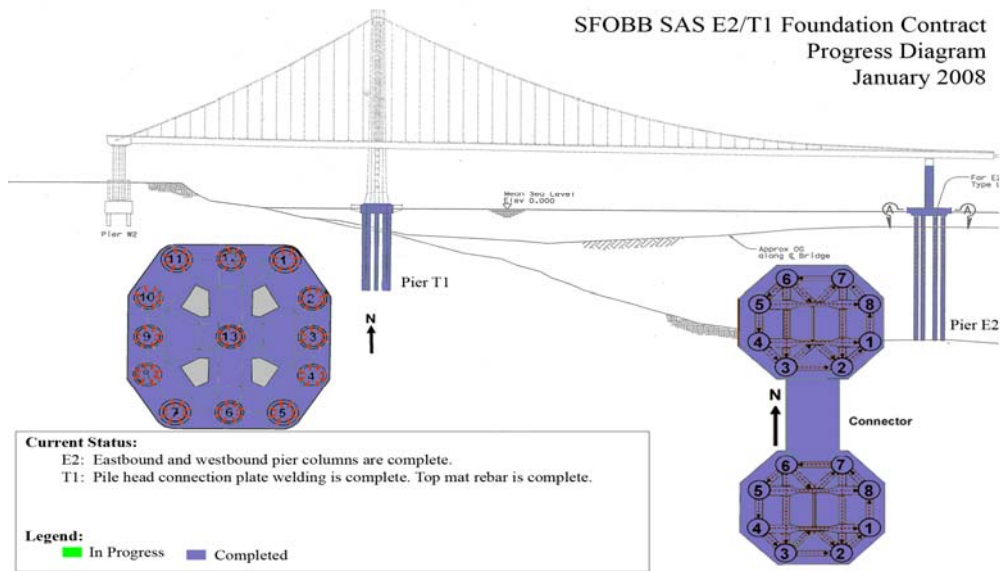
Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)

Contract Status: The SAS Marine Foundations Contract was completed in January 2008.

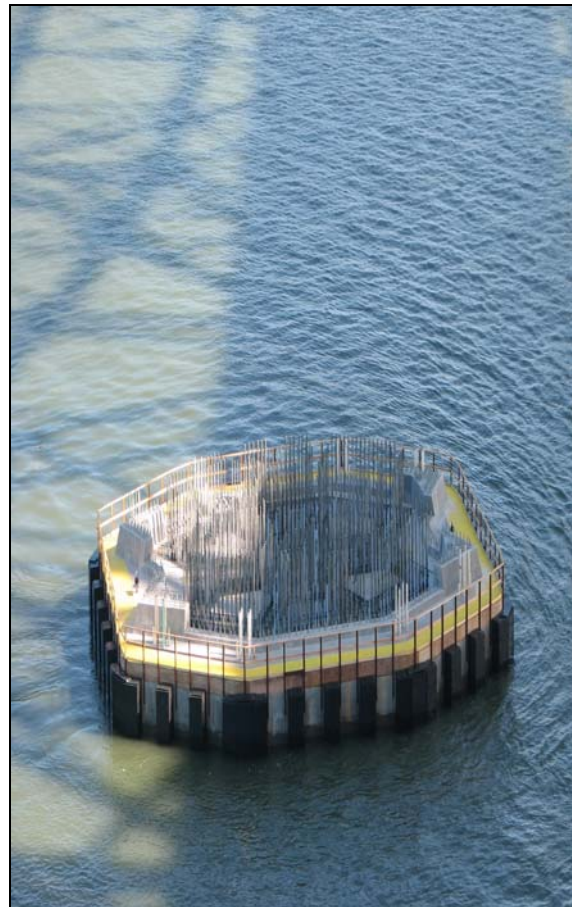
Issue	Mitigating Action
The Contractor may potentially claim additional compensation for extra work for producing integrated shop drawings and changes from that process.	The Department is evaluating the issues. Pending their findings, the Department may settle this dispute. There is sufficient contract budget to resolve the issue.

Recent TBPOC Actions: None.

Project Diagram and Photographs



E2-T1 Completed E2 Columns



E2-T1 Completed T1 Footing

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (under construction), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	61.5	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	348.6	1,767.4	13.7
TOTAL	1,968.3	-	1,968.3	410.1	1,982.0	13.7

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

Contract Status: The contract is 25% complete as of January 20, 2008. The contractor, American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF), and their subcontractors continue to prepare and submit requests for information and submittals for Caltrans review and response, including schedule updates. The schedule update for December 2007 was submitted and is under review. The manufacturing of the barge was completed and is currently being shipped to China. Crane fabrication has started in China. Civil construction work has started at the W2 foundation with falsework for the pier table. The first lift concrete pour at the W2 Bent was poured in February 2008. The fabricators for the temporary towers and trusses have been selected by the contractor and fabrication is underway. The temporary tower subcontractors' have started field work on temporary towers A and B.

Caltrans and its contractor are working on final trial mock-ups of the steel tower. Two of the three tower mock-ups will be completed by end of February 2008. The OBG mock-up was completed. Fabrication of the OBG sides and bottom plates has started. The Hinge "K" Pipe Beam fabrication is in progress. In addition, the high strength pre-stressing rods for the Hinge "K" Pipe Beam have been manufactured and delivered. Fabrication of the saddle is 30% complete. The cable band friction test was conducted successfully at Pier 7 in February 2008.

Contract Issues:

Issue	Mitigating Action
Caltrans has identified the need for added resources to monitor work at the ZPMC steel fabrication facilities in China.	Caltrans has set up facilities and organized resources that will ensure an effective Owner's presence in the steel fabrication shops.
Potential for cost increases during construction due to steel plate conflicts. Applies to structural steel, including the towers and box girders.	Establish Working Drawing Campus with Contractor to facilitate discussion about conflicts and meet regularly. Caltrans has constructed models and identified conflicts, for which CCOs are to be prepared.

Recent TBPOC Actions: None

Contract Photographs

SAS - W2 Looking East



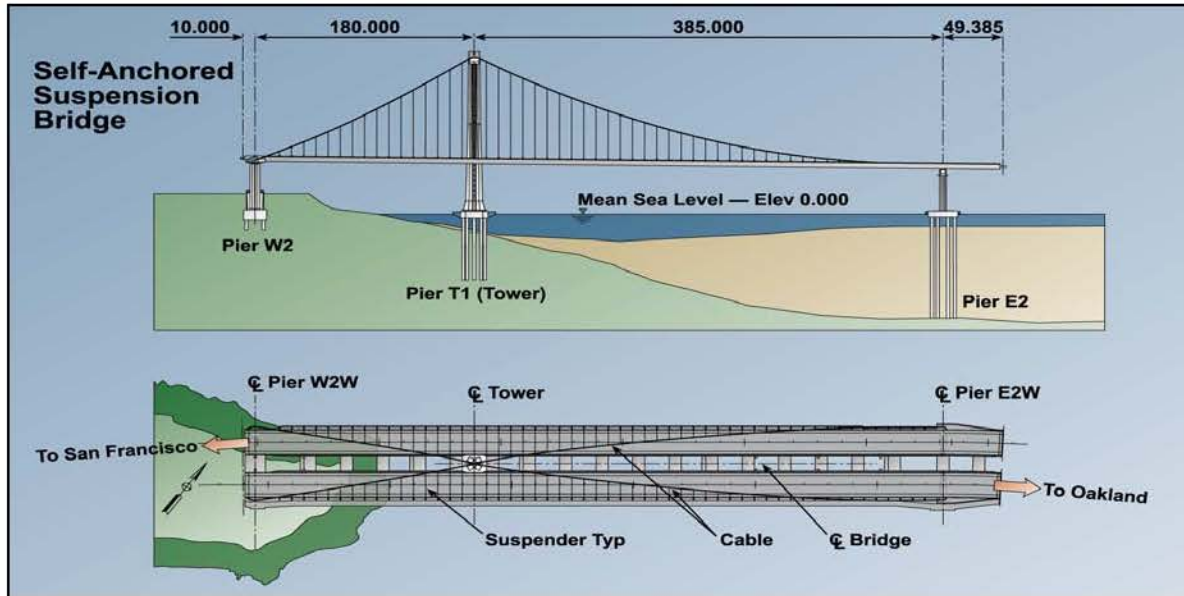
SAS - W2 Bent Cap Construction



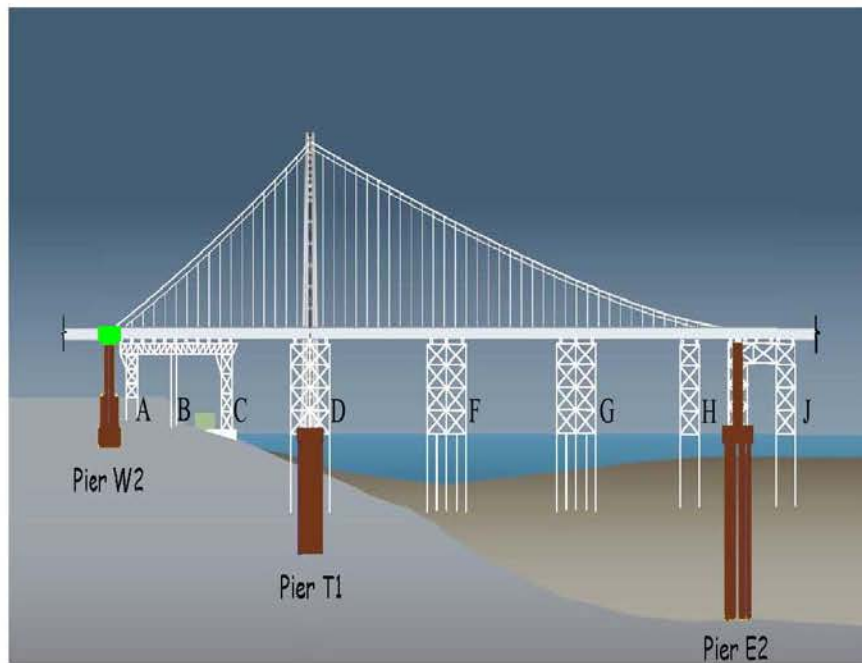
SAS - W2 Steel Reinforcement



SAS - W2 Bent Cap



SAS Superstructure Construction Progress



- Field work to be completed
- Field work in progress
- Completed field work
- Part of W2 and E2/T1 contract

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► YERBA BUENA ISLAND DETOUR (YBID)

• YBI DETOUR CONTRACT

Contract Description: The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI Detour Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.5	10.0	39.5	33.9	39.5	-
Capital Outlay Construction	131.9	202.5	334.4	131.6	334.4	-
TOTAL	161.4	212.5	373.9	165.5	373.9	-

Note: Details may not sum to totals due to rounding effects.

YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
YBI Detour *	July 2007	36	June 2010	June 2010	-

* Contract schedule under assessment. See Contract Issues on the following page.

Contract Status: The YBI Detour Contract was awarded in early 2004 to construct a temporary detour structure providing for, at that time, a new bridge opening in 2006. Due to the re-advertisement of the SAS superstructure contract in 2005, the bridge opening was rescheduled to 2013, which necessitated a temporary suspension of the YBI Detour contract and design changes. The required suspension of work and design revisions has resulted in increased cost for the YBI Detour contract.

In 2006, the TBPOC approved a plan to pace work on the project, to have Caltrans assume design responsibility over the east and west tie-ins, and to make changes to the detour structures to allow it to stand in place alone for a longer duration than originally intended. The YBI Detour contract is now forecast to be completed in 2010 consistent with the planned westbound opening date of 2012 for the new bridge.

In addition to the revised contract completion date, the TBPOC approved on February 15, 2007 to advance foundation and retrofit work from the Yerba Buena Island Transition Structures (YBITS) contract to the YBI Detour contract. Advancing the work will reduce overall project schedule risk by taking work off the critical path for the East Span project while making more effective use of the extended YBI Detour contract duration, and will enable potential acceleration of the SAS construction pending negotiation with American Bridge.

Fabrication of the temporary viaduct detour is progressing in Pohang, Korea. The second shipment of the Viaduct has arrived at the Port of San Francisco. Construction of the viaduct bent caps 49 and 50 is substantially complete.

Construction of the remaining viaduct column bent caps is in progress. The contractor has started the steel erection of the viaduct.

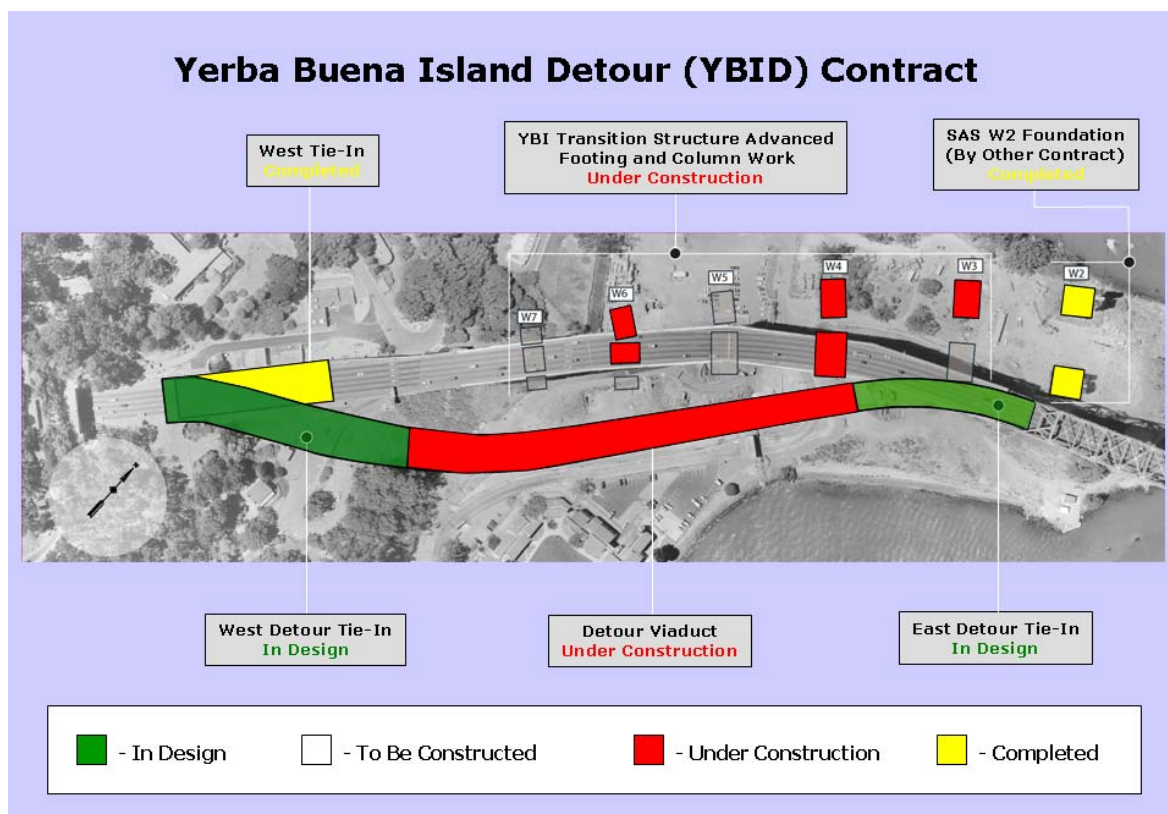
The contractor is preparing for the relocation of the existing pump station, and has started the relocation of the AT&T line. Caltrans has also delivered portions of the east and west tie-in designs.

As part of the YBI Advanced work, the contractor has completed driving the piles at W6L and W6R-N. The concrete pour of the footings is schedule for February. The second lift of concrete pour for W4L has been completed. The W4R CIDH piles are complete.

Recent TBPOC Actions: CCO 80 "Erection Costs for Viaduct Design Changes" and CCO 112S0 "Procurement of 5m Diameter Tower Legs for the Skid System" were approved at the January 2008 TBPOC meeting.

Contract Issues:

Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract, including the Labor Day Deck Roll-in, the advancement of YBI Transition Structure Work, design enhancements to the detour structure, and other work. The cost of the negotiated changes may result in increased contract costs.	The TBPOC has approved a plan of action to implement the changes. Caltrans currently negotiating settlement of outstanding contract changes.



Contract Photographs



YBID - Detour Viaduct Erection



YBID - Detour Viaduct Erection



YBID - Detour Viaduct Erection



YBID - Detour Viaduct Erection

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► YERBA BUENA ISLAND TRANSITION (YBIT)

• YBI TRANSITION STRUCTURE CONTRACTS

Contract Description: The YBI Transition Structure contracts will construct the mainline YBI transition structures (YBITS) that will connect the SAS portion of the new bridge to the newly rolled in WTI Phase I structure. YBITS #1 will construct the mainline approach structure from the new bridge to the WTI Phase I structure. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI, and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI Landscaping Contract will restore slopes and vegetation in areas affected by YBI construction.

YBI Transition Structure Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	78.7	-	78.7	17.7	78.7	-
Capital Outlay Construction						
* YBITS Contract #1				-	214.3	
* YBITS Contract #2				-	58.5	
* YBITS Contract #3 - Landscape				-	3.3	
Total Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
TOTAL	378.0	(23.2)	354.8	17.7	354.8	-

Note: Details may not sum to totals due to rounding effects.

YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

Contract Status: In February 2007, the TBPOC approved a plan to accelerate portions of the YBITS work by adding it to the YBI Detour Contract. The new forecast for the YBITS contract excluding the advance work is \$276.1 million which is a net reduction of \$23.2 million from the AB 144/SB 66 budget. Caltrans is preparing the remaining portion of the YBITS # 1 Contract for advertisement in 2008. See the YBI Detour Contract Status on page 18 for more information.

Contract Issues: None.

Recent TBPOC Actions: In February 2007, the TBPOC approved a plan to accelerate YBITS work on the YBI Detour contract.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OAKLAND TOUCHDOWN

Contract Descriptions: The Oakland Touchdown #1 Contract includes construction of all marine foundations, and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza.

The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new westbound bridge, including the SAS.

The Submarine Cable Relocation Contract replaced the existing submarine electrical cable from Oakland to Treasure Island and was completed ahead of the OTD Contract #1 which avoided potential construction conflicts.

Oakland Touchdown Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	74.4	-	74.4	29.6	92.1	17.7
Capital Outlay Construction						
OTD Submarine Cable	-	-	-	7.9	9.6	-
Oakland Touchdown #1	-	-	-	34.2	226.5	-
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical	-	-	-	-	4.4	-
Total Capital Outlay Construction	283.8	-	283.8	42.0	302.5	18.7
TOTAL	358.2	-	358.2	71.6	394.6	36.4

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-
Oakland Touchdown #1	-	-	January 2010	January 2010	-
Oakland Touchdown #2	-	-	November 2014	November 2014	-

Contract Status

Oakland Touchdown Contract #1: The contract was awarded to MCM construction on July 17, 2007. The first working day of the contract was August 22, 2007. The project is approximately 16% complete, as of January 31, 2007. The Department continued to review and process various Contractors' RFIs and submittals. The main and the north side fingers of the trestle construction are substantially complete, with the south side trestle fingers still to be completed. Cofferdam installation is complete from E20L to E17L, while structure excavation is complete from E20L to E18L, and E17L is in progress. Pile driving and welding work operation is completed from E20L to E19L, and work is continuing at E18L. Shear ring welding and CISS pile work is completed at E20L, and in progress at E19L. Other work in progress includes electrical work for temporary underground and roadway at grade, construction of the electrical duct bank and surveying the manhole locations.

Submarine Cable Relocation Contract: All field work has been completed and the contractor has demobilized. Caltrans has accepted the contract.

Contract Issues: None.

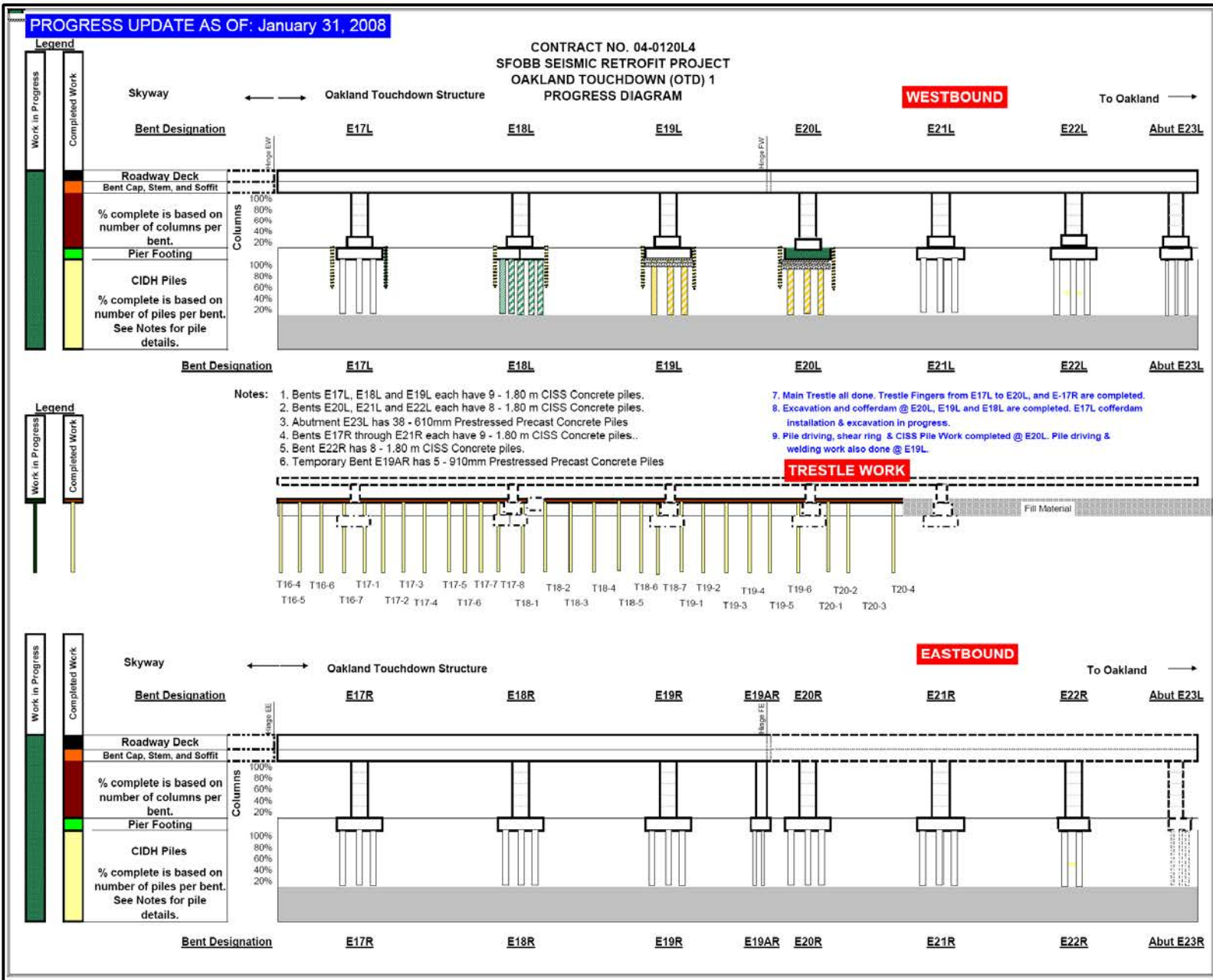
Recent TBPOC Actions: None.



Looking at the Finger Section of Bent 20 With Equipment Doing Excavation work



Pile Driving



Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OTHER MAJOR CONTRACTS

Contract Description: Other Major Contracts include the Stormwater Treatment Measures contract, which will implement best practices for storm water runoff treatment at the SFOBB toll plaza and approaches to the SFOBB toll plaza and the Existing Bridge Demolition contract, which will include the complete removal of the existing 1936 east span following the opening of the new bridge.

Other Major Contracts Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	85.7	2.0	87.7	8.1	87.7	-
Capital Outlay Construction						-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	15.7	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	15.7	240.3	(17.2)
TOTAL	339.9	5.3	345.2	23.8	328.0	(17.2)

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

Contract Status:

Stormwater Treatment Measures: The contract was accepted in December 2007.

Bridge Demolition: Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The \$17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Issue	Mitigating Action
The Contractor has encountered problems with unsuitable materials and the need to upgrade electrical equipment to meet the pumping requirements of the contract.	The Department has sought supplemental contract funds to cover additional project risks, including the delays from the Maze Collapse, the unsuitable materials, and the upgrade of the electrical systems.

Recent TBPOC Actions: None.



Storm Water - Forebay Location



Storm Water - MSE Wall Location



Storm Water - A7 Line Planting



Storm Water - Radio Road Planting

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (11/2007)	Cost Forecast (12/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Capital Outlay Construction						-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
TOTAL	389.7	(1.0)	388.7	337.0	388.7	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI - USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status: Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	101.2	120.0	-
Capital Outlay Construction	309.0	-	309.0	266.2	350.7	41.7
TOTAL	429.0	-	429.0	367.4	470.7	41.7

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	January 2009	(7)
Open to Traffic Date: Mainline Realignment			April 2008	April 2008	-

Project Status: Construction is 91% complete as of January 20, 2008. Seismic retrofit construction is continuing throughout the project. The rebuilding of the eastbound 80 structure falsework removal is in progress. Soffit and deck pours are complete. An extensive public outreach effort continues and will be necessary until the spring of 2008 for the construction of the eastbound structure adjacent to the Stillman Street area. Removal of Frame 7U falsework has been completed. The permanent Sterling On-ramp will be open to traffic in spring of 2008. Traffic switch onto the permanent EB structure is scheduled for April 2008.

The TBPOC is forecasting an increase to the final cost of the West Approach Project, however, costs are well within the TBSRP program contingency and will result in no change to the overall program budget. These additional costs can be attributed to a number of changes made to complete this very complex project ahead of schedule and performed in a safe and constructible manner with the least impact to the traveling public.

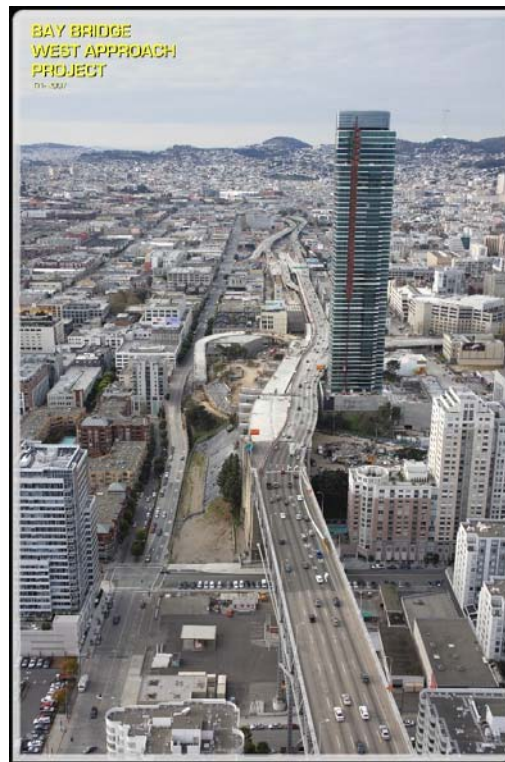
Project Issues:

Issue	Mitigating Action
The demolition of the temporary supports for Frames 6 and 7 will occur in February 2008.	Significant public outreach for nighttime demolition. Any opportunities for pre-work, such as, the utilization of sound blankets and bentonite are being utilized to minimize impact from nighttime noise.

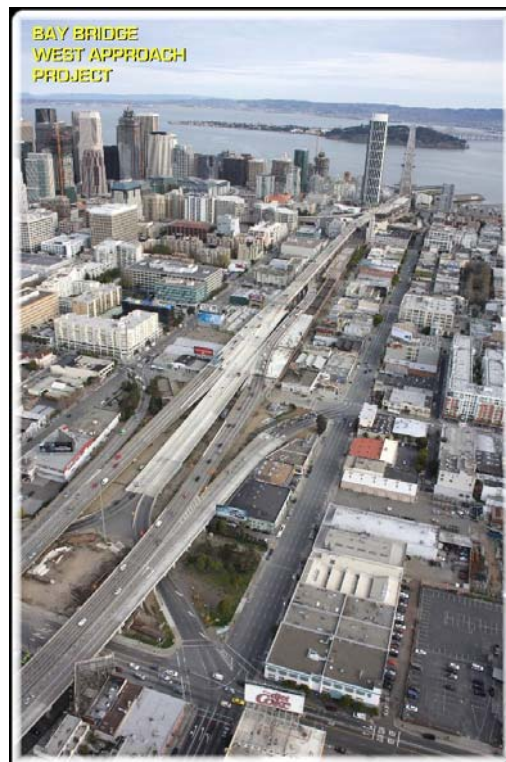
Contract Issues: None.

Recent TBPOC Actions: TBPOC approval of the budget change was obtained at their January 31, 2008 meeting in China and will be presented to BATA for approval at the March 5, 2008 scheduled TBPOC meeting.

Contract Photographs



West Approach - I-80 EB WB (East to West)



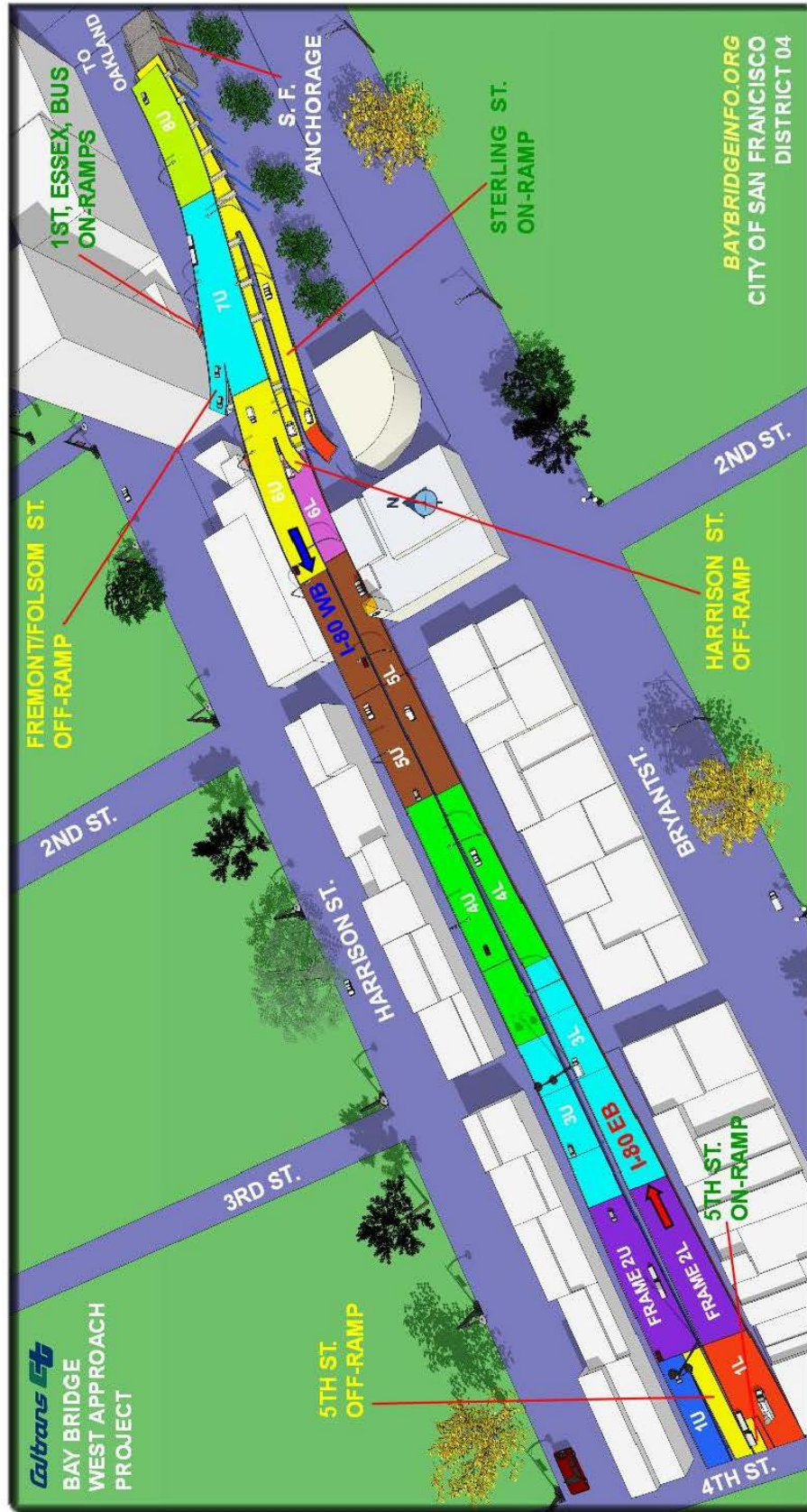
West Approach - I-80 EB WB (West to East)

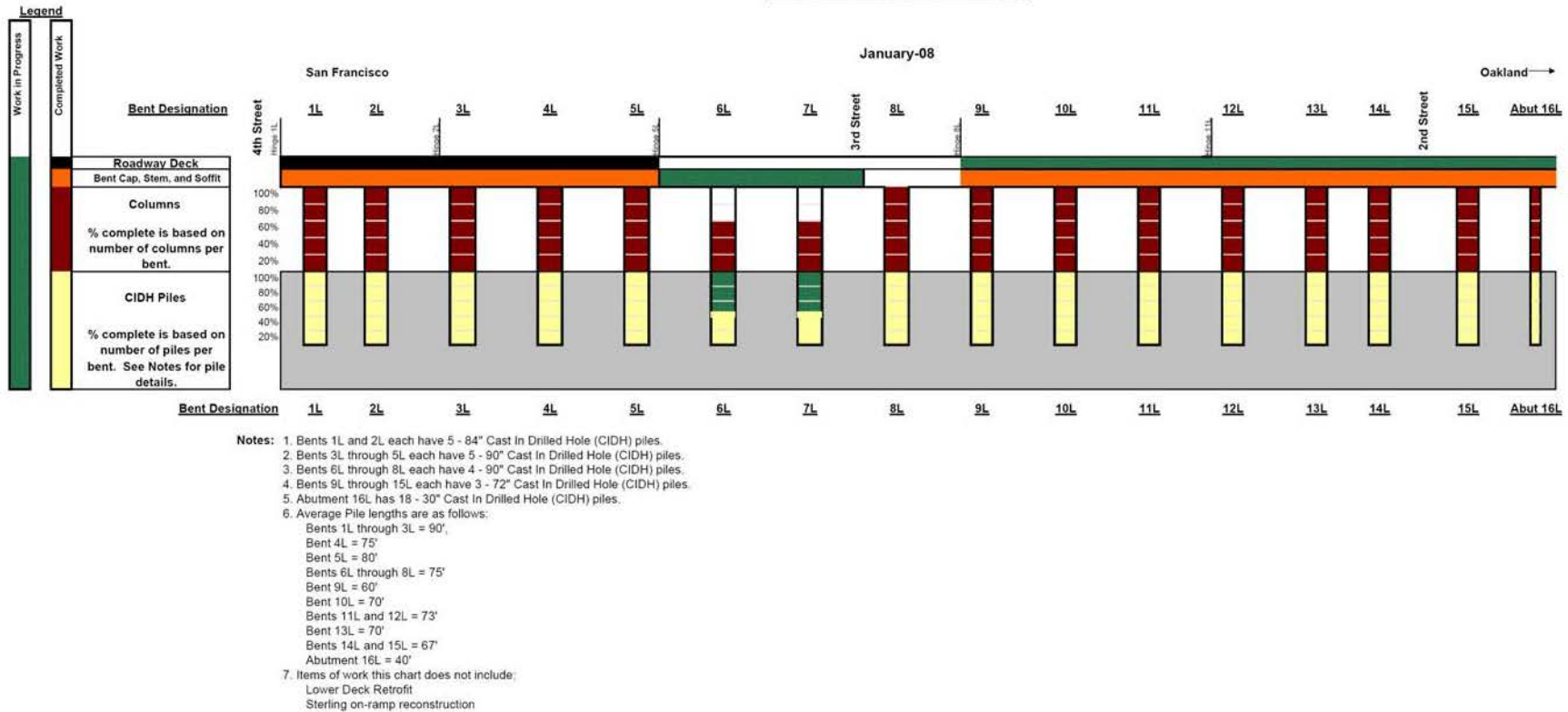
Contract Photographs (cont.)

03 WA-I-80 EB WB - 3rd St. to 2nd St.



01 WA - I-80 EB-WB (5th St. to 3rd St.)





Toll Bridge Seismic Retrofit Program

Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

Project Description: The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. As part of the retrofit work, Caltrans performed work to strengthen the bridge foundations, replace the existing west trestle and the main channel fenders and complete the joint rehabilitation of the bridge deck. (The RM1 work is reported in the RM1 section of the report.)

RSRB Seismic Retrofit Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction & Right-of-Way	780.0	(82.0)	698.0	666.6	698.0	-
TOTAL	914.0	(89.0)	825.0	793.3	825.0	-

Note: Details may not sum to totals due to rounding effects.

* The seismic retrofit contract included work to rehabilitate the bridge deck joints. Although the deck joint work was funded from RM1 toll funds, the work is also eligible for Toll Bridge Seismic Retrofit Program funding. In July 2005, BATA rescinded \$16.9 million in RM1 funds for the deck joint work to make additional RM1 funds available for the New Benicia-Martinez Bridge Project. An equivalent amount of seismic funds will be used on the deck joint work, which is included in the budget above.

RSRB Seismic Retrofit Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
RSRB Seismic Retrofit	August 2005	-	August 2005	October 2005	2
RSRB Public Access Lot	NA	-	September 2007	August 2007	-1

Project Status: The retrofit construction contract was completed and accepted on October 28, 2005. Project savings in the amount of \$89 million was transferred to the program contingency in October 2006.

Caltrans has concluded negotiations with regulatory agencies on pile driving issues and impacts to fisheries, and a settlement has been reached.

Construction work on the Public Access Project was completed in August 2007 and the lot was opened to public use.

Recent TBPOC Actions: None.



Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in Southern California.

Other Completed Seismic Retrofit Projects Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (12/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	301.1	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	925.4	-	925.4	917.5	925.4	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2002
San Diego-Coronado Bridge Retrofit	June 2002
Benicia-Martinez Bridge Retrofit	August 2002
SFOBB West Span Seismic Retrofit	June 2004

Summary Status: Construction has been completed on the above-listed projects. The Estimate at Completion amounts shown above includes allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

Dumbarton and Antioch Bridges

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west. The Route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The AADT of the Route is near 70,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults which the USGS has reported to pose most of the significant seismic threat to the San Francisco Bay Area: the San Andreas Fault, some 15 km to the west of the bridge; and the Hayward Fault, some 13 km to the east of the bridge.

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge. The Bridge carries a single lane of traffic in each direction. The AADT for the Route is slightly over 10,000 vehicles per day. The bridge is threatened by the Bird's Landing Seismic Zone, Cost Range/Sierra Nevada Boundary Zone, and the San Andreas Fault.

Cost and Schedule

A cost estimate, schedule and an initial risk analysis have been developed to complete a comprehensive seismic analysis for each bridge. In June 2006, BATA approved \$17.8 million in funding to proceed with the comprehensive seismic analysis of the bridges. The current forecast of expenditures is within the \$17.8 million budgeted.

In September 2006, BATA entered into contract with a geotechnical and geophysical consultant to evaluate the bridges. In April 2007, the field-drilling program was completed and the majority of the laboratory testing was completed by June 2007. Minor laboratory testing to fill in data gaps may be required in the future. Alternative strategies and associated cost estimates of each alternative, with the retrofit design duration to complete the PS&E package, will be included in the final strategy report and expected to be completed by early 2009.

Current Progress

These bridges are currently being evaluated for seismic safety and post-earthquake performance. Work is underway in three specific areas: seismology, geology and geotechnical engineering, and bridge structural engineering.

Work in the area of seismology is defining the seismic ground motions used for design. Recommended Safety Evaluation (SE) level motions have been developed for both bridges and are currently under review by an external and independent Seismic Safety Peer Review Panel (SSPRP). SE motions represent future large earthquakes. Work in this area to be completed in the near future includes finalizing the SE motions, developing lower level Functional Evaluation (FE) motions, and multiple earthquake time-histories that can be used in the checking phase of the projects. Draft reports have been released. The SE motions have been reviewed by the Toll Bridge Seismic Safety Peer Review Panel on a couple of occasions.

Work in the area of geology and geotechnical engineering includes field drilling and studying of soil samples to identify soil types, locations, and engineering properties. This work supports work in defining how the soil at the bridge sites move during earthquakes and how rigidly the bridge's foundations are held in the soil. The drilling operations are complete at both bridge sites; information is being shared with the seismologic team and the bridge structure team. Draft reports have been released.

Work in the area of bridge structural engineering is continuing for both bridges. The structures team to date has been collecting and evaluating structural information on the bridges, reducing that information for use in computer models of the bridges, and initiating early computational runs of the models. The structure team has begun the design process for both bridges. Geological, geotechnical, and seismological information from the work areas mentioned previously is being incorporated into the bridge design. The design team is currently analyzing the **design of the existing structures to develop the seismic retrofit design**. Caltrans is also working with the Peer Review Committee to obtain approval of the proposed design.



PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

New Carquinez Bridge Project

Richmond-San Rafael Bridge Deck Overlay Project

Interstate 880 / State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (01/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	35.2	192.3	178.4	192.3	-
Right-of-Way and Others	20.4	(0.1)	20.3	12.4	20.3	-
Capital Outlay						-
New Bridge	672.0	94.6	766.6	761.2	766.6	-
I-680/I-780 Interchange Replacement	76.3	26.9	103.2	97.6	103.2	-
I-680/Marina Vista Interchange Reconstruction	51.5	4.9	56.4	56.1	56.4	-
New Toll Plaza	24.3	2.0	26.3	23.0	26.3	-
Existing Bridge & Interchange Modifications	17.2	42.3	59.5	0.1	59.5	-
Other	20.3	2.8	23.1	15.3	23.1	-
Project Reserve	20.8	4.0	24.8	-	24.8	-
TOTAL	1,059.9	212.6	1,272.5	1,144.1	1,272.5	-

Note: Details may not sum to totals due to rounding effects.

* The budget and estimate at completion includes approximately \$33 million in non-toll bridge funds (Proposition 192 and SHOPP).

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	May 2007	May 2007	-
New Benicia-Martinez Bridge	December 2007	-	October 2007	October 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	February 2008	2
Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Contract Status:

New Benicia-Martinez Bridge: The New Benicia-Martinez Bridge was opened to traffic on August 25, 2007. The new bridge carries five lanes of northbound Interstate 680 traffic (two additional lanes) and features a new expanded toll plaza with the Bay Area's first Open-Road Tolling (ORT) FasTrak Express Lanes. With the ORT express lanes, vehicles paying their toll via FasTrak can pay electronically at highway speeds. The new bridge has been opened to traffic.

Toll Plaza and Administration Building: The contract is 100% complete based on contractor payment. The Contractor has completed all work on the Operations Building, Toll Plaza and Courtyard. The Plant Establishment Period ended on May 14, 2007. The contract was accepted on May 18, 2007 and the Proposed Final Estimate (PFE) has been issued. The Contractor has submitted their response to the PFE, which includes resolution of claims, which are currently being reviewed by Caltrans. A number of claims that have been filed by the Contractor remain to be resolved. Of those claims, the Time Related Overhead (TRO) claim has the largest exposure potential. At this point, Caltrans is awaiting response from the Contractor regarding the settlement of the TRO claim. Caltrans anticipates that the claims can be settled within the contract budget.

I-680/I-780 Interchange: The contract is substantially complete. To-date, all of the bridge structures are complete. Final electrical work for the new Benicia-Martinez Bridge and the interchange, as well as, the contract acceptance expected to be complete by the end February 2008.

Existing Bridge & Interchange Modification Contract: The existing Benicia-Martinez Bridge Modification contract was awarded to American Civil Constructors and Top Grade Construction Joint Venture on November 21, 2007. The 1st contract work day is now scheduled on January 14, 2008. The contract is expected to take approximately two years. The contract is approximately 1% complete. The Contractors continue to submit RFIs and submittals, which are being processed by Caltrans, on a continuous basis. Field operations has since started and in progress and includes grinding of the polyester overlay to expose concrete and investigate if unsound concrete is found on both the existing Benicia Bridge and the Mococco Overcrossing; sheet pile installation to correct undulation problems of the roadway section, which includes the placement of cellular concrete; assembly of the traveler, which will be used in the demolition of the middle section and joint repair works of the existing bridge; SWPPP; and other miscellaneous work to support traffic handling.

Recent TBPOC Actions: None.



The New Benicia-Martinez Bridge

Regional Measure 1 Program

New Carquinez Bridge Project

Project Description: The New Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

New Carquinez Bridge Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (01/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124.4	(0.2)	124.2	122.5	122.6	(1.6)
Capital Outlay Construction						-
Replacement Bridge	253.3	4.0	257.3	255.9	257.3	-
South Interchange	73.9	-	73.9	71.9	73.9	-
Existing 1927 Bridge	35.2	-	35.2	33.1	35.2	-
Other	29.3	(0.8)	28.5	25.7	28.6	0.1
Project Reserve	12.1	(3.0)	9.1	-	0.6	(8.5)
TOTAL	528.2	-	528.2	509.1	518.2	(10.0)

Note: Details may not sum to totals due to rounding effects.

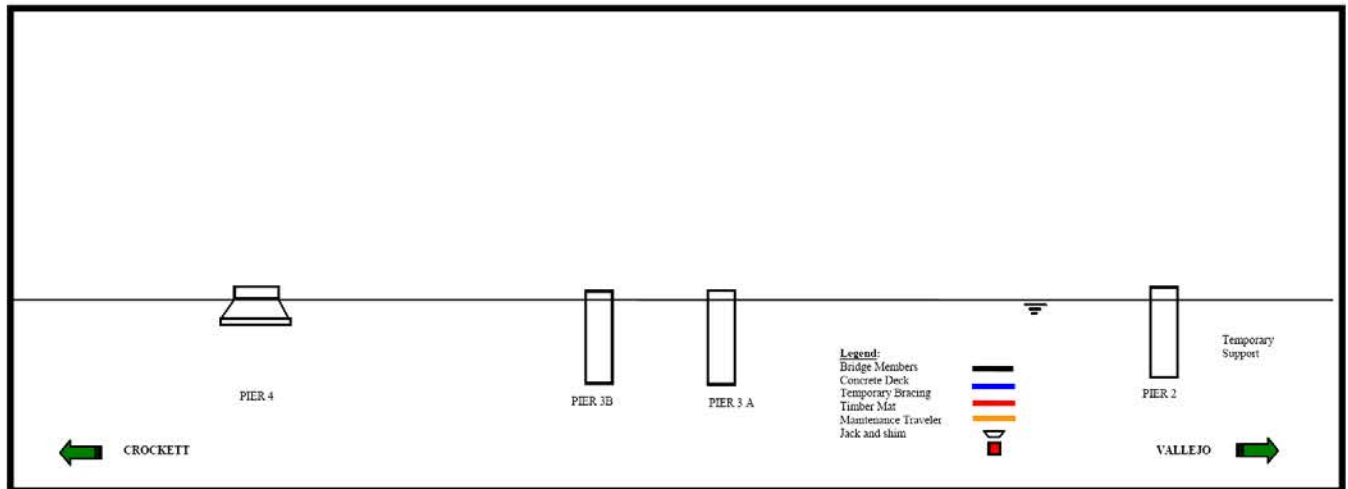
New Carquinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
New Carquinez Bridge	December 2003*	-	December 2003*	December 2003*	-
1927 Carquinez Bridge Demolition	September 2007	-	December 2007	December 2007	-
Landscaping	August 2011	-	August 2011	August 2011	-

* The date shown is for the opening of the bridge to traffic.

Project Status: The new replacement bridge and all its approaches have been completed and were opened to traffic in November 2003. The removal of the entire 1927 bridge (Main Truss) was completed in September 2007. The Carquinez Bridge Demolition Contract was completed in December 2007. Minor punchlist and add-on drainage and security work will be completed over the next few months as Caltrans is in the process of accepting the contract.

Project Issues: None

Project Diagram and Photographs:

Austin Vault Sand Filter @ Carquinez



Former Site of the 1927 Carquinez Bridge

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (01/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	35.8	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way	9.9	5.1	15.0	8.8	15.0	-
Project Reserve	0.3	19.7	20.0	-	20.0	-
TOTAL	133.8	111.2	245.0	44.6	245.0	-

Note: Details may not sum to totals due to rounding effects. \$9.6 million in ACTA funds included under Capital Outlay Construction. \$3.0 million included in Capital Outlay Construction and \$1.0 million in Capital Outlay Support for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2007)	Contract Complete Schedule Forecast (01/2007)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

Project Status: On August 28, 2007, Caltrans awarded the Interstate 880/State Route 92 Interchange Reconstruction contract to the joint venture of FCI and Granite Construction for \$138.4 million. The construction contract was approved on September 28, 2007. The 1st contract day of the project was October 26, 2007.

The contract schedule status as of the end of January 2008 shows 16% schedule completion. Work production has been hampered due to several weeks of wet weather and wet grade. Work continues at Retaining Wall "G" footing (F location), and the Retaining Wall "A" CIDH piles. The temporary ramps (TSE1& TSW1) have been completed, and work is to begin at Bents 3 & 4 of the East to North Connector Bridge (ENCONN) once the grade dries out. Roadway excavation and grinding has begun at the I-880 (AL Line) both north and southbound directions. Asphalt paving has been on hold, due to ambient temperature requirements. The Eldridge (Pedestrian Overcrossing) POC pile driving at abutment and bents have just started at the west side of I-880. Abutment fill and temporary slope paving is complete at the Calaroga Temporary bridge. All wick drains have been installed at the southeast, southwest, northeast and northwest quadrants of the SR92 / I880 interchange.

Contract Photographs



Construction of the Temporary Ramp TSW1 (Southwest Quadrant)



Paving of the Temporary Ramp TSW1 (Southwest Quadrant)



Drilling of the CIDH Piles at Retaining Wall "A"



Temporary Drainage System 1, a-c at the Southwest Quadrant

Project Photographs:

*Interstate 880/State Route 92 Interchange
BEFORE*



*Interstate 880/State Route 92 Interchange
AFTER*

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; and (f) Richmond-San Rafael Bridge Deck Overlay Project.

Other Completed RM1 Projects Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2007)	Cost To Date (01/2007)	Cost Forecast (01/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.3	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSR Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	96.3	97.1	(5.0)
RSR Deck Overlay	25.0	-	25.0	19.7	25.0	-
TOTAL	390.7	-	390.7	366.0	379.7	(11.0)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation	August 2005
RSR Deck Overlay	December 2006

Project Status: Construction has been completed on the above listed contracts.

Project Issues: None.

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APPENDICES

- A** Toll Bridge Seismic Retrofit Program:
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost
Detail
- B** Toll Bridge Seismic Retrofit Program Cost Detail
- C** Toll Bridge Seismic Retrofit Program Summary Schedule
- D** Regional Measure 1 Program Cost Detail
- E** Regional Measure 1 Program Summary Schedule

** Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2007)	Cost To Date (12/2007)	Cost Forecast (12/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	01202X						
Capital Outlay Support		197.0	-	197.0	174.7	197.0	-
Capital Outlay Construction		1,293.0	-	1,293.0	1,204.1	1,293.0	-
Total		1,490.0	-	1,490.0	1,378.8	1,490.0	-
East Span - SAS E2/T1 Foundations	0120EX						
Capital Outlay Support		52.5	(11.0)	41.5	26.0	41.5	-
Capital Outlay Construction		313.5	-	313.5	264.6	313.5	-
Total		366.0	(11.0)	355.0	290.6	355.0	-
East Span - SAS Superstructure	0120FX						
Capital Outlay Support		214.6	-	214.6	61.5	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	348.6	1,767.4	13.7
Total		1,968.3	-	1,968.3	410.1	1,982.0	13.7
SAS W2 Foundations	0120CX						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	0120RX						
Capital Outlay Support		29.5	10.0	39.5	33.9	39.5	-
Capital Outlay Construction		131.9	202.5	334.4	131.6	334.4	-
Total		161.4	212.5	373.9	165.5	373.9	-
YBI Transition Structures (see notes below)	0120PX						
Capital Outlay Support		78.7	-	78.7	17.7	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
Total		378.0	(23.2)	354.8	17.7	354.8	-
* YBI- Transition Structures Contract No. 1							
Capital Outlay Support					1.0	45.0	
Capital Outlay Construction					-	214.3	
Total					1.0	259.3	
* YBI- Transition Structures Contract No. 2							
Capital Outlay Support					0.3	16.0	
Capital Outlay Construction					-	58.5	
Total					0.3	74.5	
* YBI- Transition Structures Contract No. 3 Landscape							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	01204X						
Capital Outlay Support		74.4	-	74.4	29.6	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	42.0	302.5	18.7
Total		358.2	-	358.2	71.6	394.6	36.4
* OTD Submarine Cable	0120K4						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.9	9.6	
Total					8.8	12.6	
* OTD No. 1 (Westbound)	0120L4						
Capital Outlay Support					8.3	49.9	
Capital Outlay Construction					34.2	226.5	
Total					42.5	276.4	
* OTD No. 2 (Eastbound)	0120M4						
Capital Outlay Support					0.4	15.8	
Capital Outlay Construction					-	62.0	
Total					0.4	77.8	
* OTD Electrical Systems	0120N4						
Capital Outlay Support					0.1	1.4	
Capital Outlay Construction					-	4.4	
Total					0.1	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2007)	Cost To Date (12/2007)	Cost Forecast (12/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	01209X						
Capital Outlay Support		79.7	-	79.7	0.3	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.3	301.7	(17.2)
YBI/SAS Archeology	01207X						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	0120QX						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	0120GX						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	01205X						
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	01208X						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	0120JX						
Capital Outlay Support		6.0	2.0	8.0	7.8	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	15.7	18.3	-
Total		21.0	5.3	26.3	23.5	26.3	-
Right-of-Way and Environmental Mitigation	0120X9						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	38.8	72.4	-
Total		72.4	-	72.4	38.8	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.4	-	959.4	560.5	977.1	17.7
Subtotal Capital Outlay Construction		4,492.1	182.5	4,674.6	2,134.6	4,689.9	15.2
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		5,486.6	179.2	5,665.8	2,695.8	5,674.7	8.9

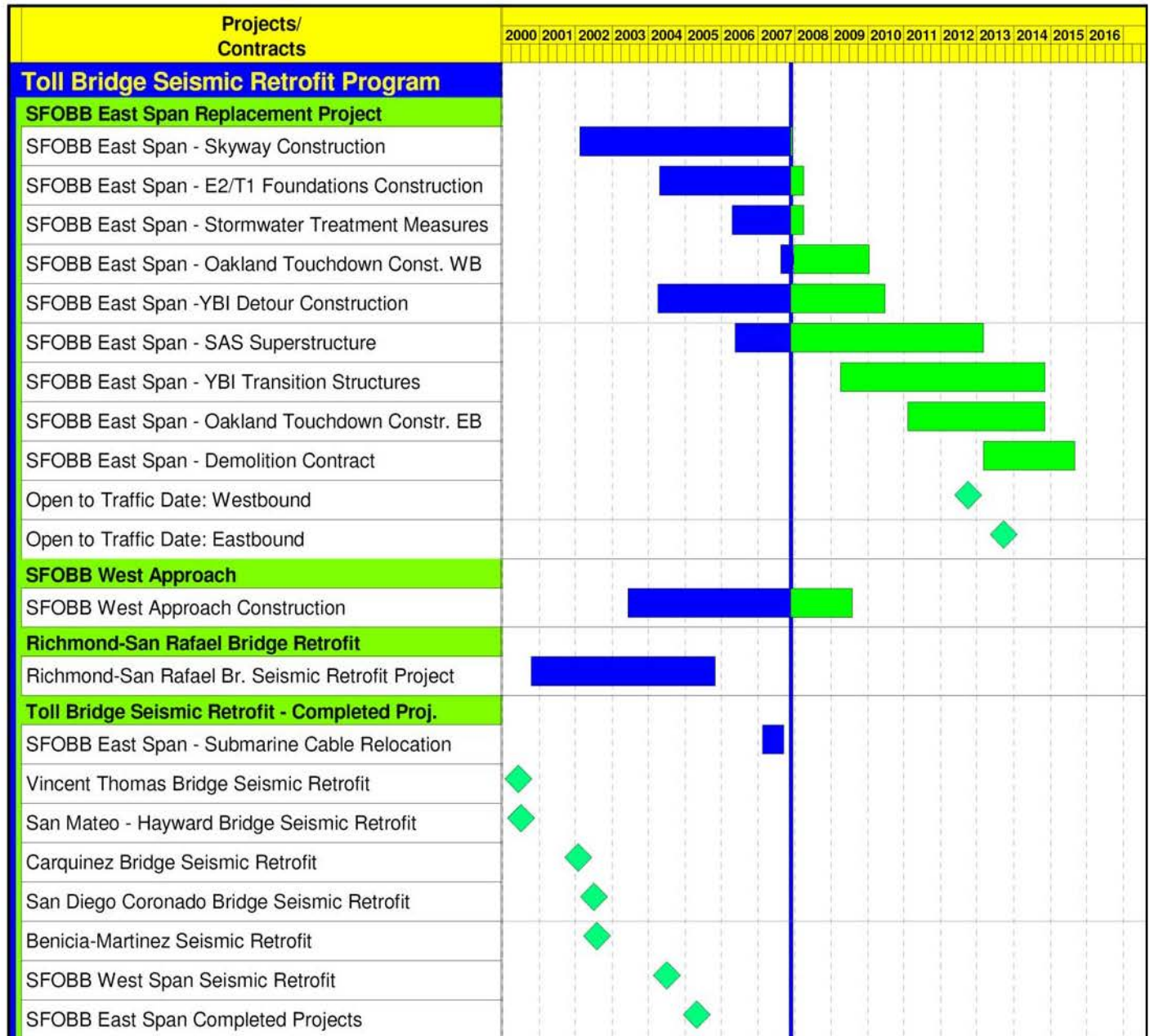
Note: Details may not sum to totals due to rounding effects.

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (12/2007)	Cost To Date (12/2007)	Cost Forecast (12/2007)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.4	-	959.4	560.5	977.1	17.7
Capital Outlay Construction	4,492.1	182.5	4,674.6	2,134.6	4,689.9	15.3
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	179.2	5,665.8	2,695.8	5,674.7	8.9
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	101.2	120.0	-
Capital Outlay Construction	309.0	-	309.0	266.2	350.7	41.7
Total	429.0	-	429.0	367.4	470.7	41.7
SFOBB West Span Retrofit						
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	226.3	232.9	-
Total	307.9	-	307.9	301.1	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(82.0)	698.0	666.6	698.0	-
Total	914.0	(89.0)	825.0	793.3	825.0	-
Benicia-Martinez Bridge Retrofit						
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.2	(7.0)	1,426.2	1,007.8	1,443.9	17.7
Subtotal Capital Outlay	6,286.7	100.5	6,387.2	3,765.5	6,444.2	57.0
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	90.2	7,875.2	4,798.7	7,925.8	50.6
Program Contingency	900.0	(90.2)	809.8	-	759.2	(50.6)
Total Toll Bridge Seismic Retrofit Program	8,685.0	-	8,685.0	4,798.7	8,685.0	-

Note: Details may not sum to totals due to rounding effects.

Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	00603_						
Capital Outlay Support		84.9	6.7	91.6	90.9	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	751.1	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	761.2	766.6	-
Total		756.9	101.3	858.2	852.1	858.2	-
I-680/I-780 Interchange Reconstruction							
I-680/I-780 Interchange Reconstruction	00606_						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	29.5	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	35.8	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	75.9	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	97.6	103.2	-
Total		102.6	37.3	139.9	133.4	139.9	-
I-680/Marina Vista Interchange Reconstruction							
I-680/Marina Vista Interchange Reconstruction	00605_						
Capital Outlay Support		18.3	1.8	20.1	19.8	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	75.9	76.5	-
New Toll Plaza and Administration Building							
New Toll Plaza and Administration Building	00604_						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.0	26.3	-
Total		36.2	5.8	42.0	38.7	42.0	-
Existing Bridge & Interchange Modifications							
Existing Bridge & Interchange Modifications	0060A_						
Capital Outlay Support		4.3	14.3	18.6	9.6	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	0.1	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	0.1	59.5	-
Total		21.5	56.6	78.1	9.7	78.1	-
Other Contracts							
Other Contracts	See note below						
Capital Outlay Support		11.4	(1.8)	9.6	6.6	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	15.3	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Total		52.1	0.9	53.0	34.3	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	172.1	185.7	-
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	921.5	993.9	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	6.3	6.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.8	-
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,144.1	1,272.5	-

Notes:

Includes EA's 00601_, 00603_, 00605_, 00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	01301_						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
Total		313.8	3.7	317.5	316.1	317.5	-
Crockett Interchange Reconstruction	01305_						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	01309_						
Capital Outlay Support		16.1	-	16.1	14.6	14.5	(1.6)
Capital Outlay Construction		35.2	-	35.2	33.1	35.2	-
Total		51.3	-	51.3	47.7	49.7	(1.6)
Other Contracts	See note below						
Capital Outlay Support		15.8	0.2	16.0	15.8	16.0	-
Capital Outlay Construction		18.8	(0.8)	18.0	15.8	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(0.6)	44.5	41.5	44.6	0.1
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	122.5	122.6	(1.6)
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	376.7	384.5	0.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(3.0)	9.1	-	0.6	(8.5)
Total Carquinez Bridge Replacement Project		528.2	-	528.2	509.1	518.2	(10.0)

Notes:

Other Contracts includes EA's 01301_, 01302_, 01303_, 01304_, 01305_, 01306_, 01307_, 01308_, 01309_, 0130A_, 0130C_, 0130D_, 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation							
	See note ¹ below						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation							
	04152_						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.4	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
Total		25.0	-	25.0	19.7	25.0	-
Richmond Parkway Project (RM 1 Share Only)							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening							
	See note ² below						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
Total		217.8	-	217.8	208.7	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction							
	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		28.8	26.2	55.0	35.8	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	-	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way		9.9	5.1	15.0	8.8	15.0	-
Project Reserves		0.3	19.7	20.0	-	20.0	-
Total		133.8	111.2	245.0	44.6	245.0	-
Bayfront Expressway Widening							
	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		8.6	(0.3)	8.3	8.2	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.3	36.0	(0.1)
US 101/University Avenue Interchange Modification							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	377.4	411.6	(1.7)
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,555.0	1,785.8	(15.0)
Subtotal Capital Outlay Right-of-Way		42.5	5.0	47.5	31.8	46.6	(0.9)
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	16.7	17.0	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	22.1	57.7	-	52.5	(5.2)
Total RM1 Program		2,112.6	323.8	2,436.4	2,063.8	2,415.4	(21.0)

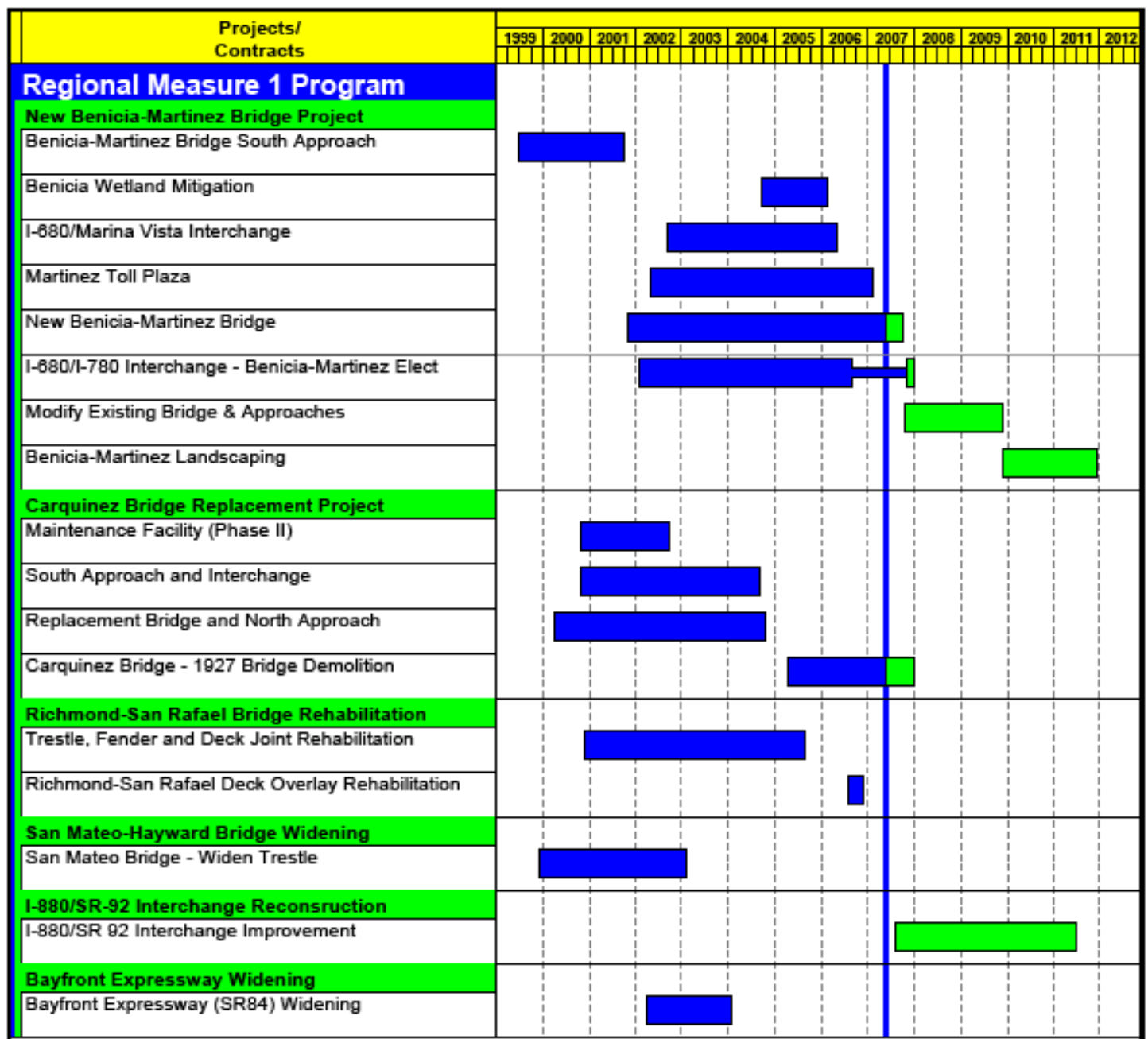
Notes:

¹ Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

² San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix E: Regional Measure 1 Program Summary Schedule



Start Date	01JAN95		Early Bar
Finish Date	30NOV11		Progress Bar
Data Date	31OCT07		
Run Date	03DEC07 11:36		

Appendix F: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is \$1,574,873.

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ITEM 5: PROGRESS REPORT

b. Legislative Update

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Stephen Maller, Deputy Director, CTC

RE: Agenda No. - 5b

Item- Legislative Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The 2008 Legislative Update is currently being scheduled for April or May 2008. It is our goal to hold a joint event with the Bay Area Caucus in order to ensure optimal participation by State Legislators. The update will showcase the Toll Bridge Program milestones achieved in 2007, as well as provide a preview of the accomplishments anticipated this year.

Staff is working to finalize the Legislative Update report that will accompany the presentation to be given by the Public Information Officer and the TBPOC at the event. The final report will be sent to the TBPOC for final approval in mid-March. There is the possibility of the report being sent to Legislators prior to the event.

ITEM 6: PROGAM ISSUES

a. Forecast Revisions

1) E2/T1

2) Skyway

3) Richmond-San Rafael

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Peter Lee, Senior Transportation Engineer, BATA

RE: Agenda No. - 6a 1), 2), 3)

Program Issues
Item- Revisions to TBPOC Cost Forecasts for the E2/T1, Skyway, and
Richmond-San Rafael Contracts

RECOMMENDATION:

Review and adopt revised cost forecasts for the E2/T1, Skyway, and Richmond-San Rafael Contracts for the 1st Quarter 2008 Report. A revised cost forecast for the YBI Detour Contract will be presented under a separate TBPOC item.

COST:

The requested forecast change will result in a forecast cost increase of \$46.9 M to the program. A budget change request will be made as part of a separate item for the YBI Detour contract.

SCHEDULE:

N/A.

DISCUSSION:

The PMT is requesting that the TBPOC adopt revised cost forecasts for the E2/T1, Skyway, and Richmond-San Rafael Contracts for the 1st Quarter 2008 Report. All three contracts have been or will soon be accepted by the Department. The revised forecasts include estimated project close out costs and some contingencies for risks identified in the Risk Management Plans for each contract.

E2/T1 Contract

The Department accepted the E2/T1 Foundation Contract on January 18, 2008. Currently, the Department is preparing the final pay estimate for the project and does not expect any claims or changes that will exceed the current project budget or forecast. Based on the current Risk Management Plan, the Department is forecasting a final capital outlay construction cost of \$280.1 M for the contract, a savings of \$32.6 M from the current approved budget and forecast of \$313.5 M. A budget balance beam is attached.

Memorandum

Skyway Contract

Pending installation of several overhead signs and bridge railing painting, the Department anticipates accepting the contract by early March. Currently, the Department does not expect any claims or changes that will exceed the project budget or forecast. Based on the current Risk Management Plan, the Department is forecasting a final capital outlay construction cost of \$1,254.1 M for the contract, a savings of \$38.9 M from the current approved budget and forecast of \$1293.0 M. A budget balance beam is attached.

Richmond-San Rafael Bridge Project

The Department successfully negotiated a \$1.5 M settlement of the pile driving/fish impact issues with regulatory agencies, which was \$8.5 M less than the \$10 M reserve budgeted. The revised forecast for the project will be \$816.5 M, a savings of \$8.5 M from the current approved forecast and budget.

The PMT is also forecasting a \$126.8 M cost forecast increase to the Yerba Buena Island Detour Contract. A detailed discussion of that forecast change can be found in the separate TBPOC item focusing on that increase. The revised forecast is shown in the Appendixes A1 and B attached to this memo. In summary, Table 1 below summarizes all proposed forecast changes and the impact of the changes to the program contingency.

**Table 1 – Proposed Forecast Changes
(\$ in M)**

Item	Current Approved Forecast	Proposed Revised Forecast	Change
E2/T1 CO Const	313.5	280.9	-32.6
Skyway CO Const	1293.0	1254.1	-38.9
YBI Detour CO Const	334.4	461.2	+126.8
RSR Total Project	825.0	816.5	-8.5
Program Contingency	759.2	712.4	+46.9

Attachments:

E2/T1 Contract Budget Balance Beam

Skyway Contract Budget Balance Beam

YBI Detour Contract Budget Balance Beam (for information only)

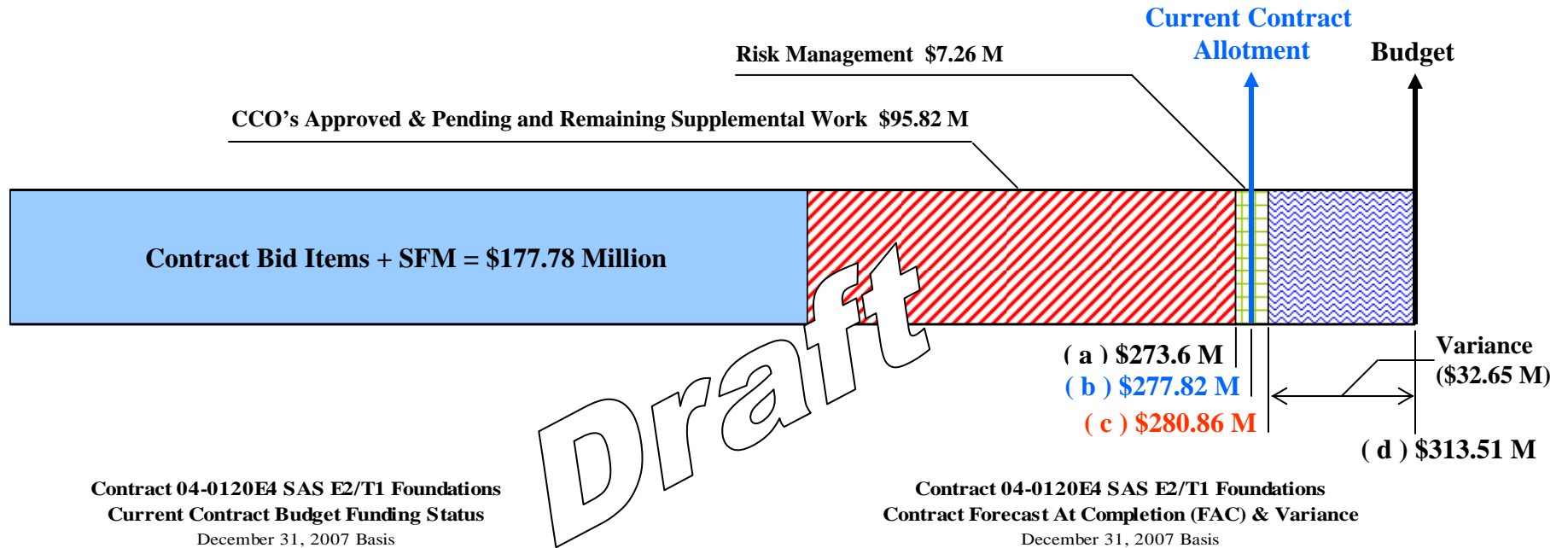
Appendix A1 - TBSRP AB144/SB66 Baseline Budget and Forecasts,
as of December 31, 2007

Appendix B - TBSRP – SFOBB East Span Only, AB144/SB66 Baseline Budget and
Forecasts, as of December 31, 2007

E2/T1 Marine Foundations Contract 04-0120E4

Budget Analysis

December 31, 2007



Contract Items	\$	177,450,000
State Furnished Materials (SFM)	\$	328,000
Subtotal	\$	177,778,000
Supplemental Work	\$	4,445,100
Contingency At 5%	\$	9,096,900
Subtotal Original Contract Allotment	\$	191,320,000
Supplemental Budget Allocation Approved	\$	86,500,000
Subtotal Current Contract Allotment	\$	277,820,000 (b)
Remaining Unallotted Budget (Current Contract Budget - Current Contract Allotment)	\$	35,690,000
Total Current Contract Budget	\$	313,510,000 (d)

Reported Total Forecast At Completion \$ 313,510,000
In 3rd Quarter 2007 TBSRP Report

Contract Items	\$	177,450,000
State Furnished Materials (SFM)	\$	328,000
Subtotal	\$	177,778,000
Supplemental Work Remaining	\$	4,445,100
CCO's		
CCO's (Approved (43) + Pending (29) = Total (72))	\$	91,376,451
CCO's = or > \$1 Million Pending POC's approval on (mm/dd/yy)	\$	-
Subtotal	\$	273,599,551 (a)
Risk Management	\$	7,264,000
Total	\$	280,863,551 (c)

Variance (Total - Current Budget) \$ (32,646,449)

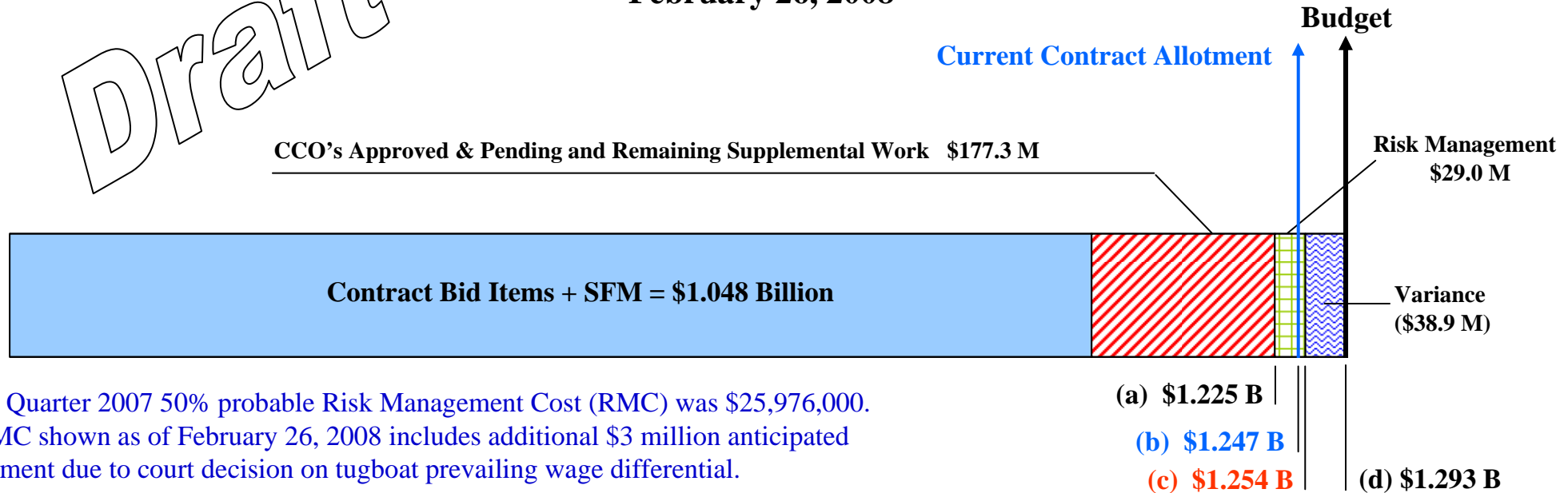
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Skyway Contract 04-012024

Budget Analysis

February 26, 2008

Draft



The 4th Quarter 2007 50% probable Risk Management Cost (RMC) was \$25,976,000. The RMC shown as of February 26, 2008 includes additional \$3 million anticipated for payment due to court decision on tugboat prevailing wage differential.

Contract 04-012024 Skyway
Current Contract Budget Funding Status
 February 26, 2008 Basis

Contract Bid Items	\$	1,043,541,000
State Furnished Materials (SFM)	\$	4,276,439
Subtotal	\$	1,047,817,439
Supplemental Work	\$	6,565,700
Contingency At 5%	\$	52,616,861
Subtotal Original Contract Allotment	\$	1,107,000,000
Supplemental Budget Allocation Approved	\$	139,500,000
Subtotal Current Contract Allotment	\$	1,246,500,000 (b)
Remaining Unallotted Budget (Current Contract Budget - Current Contract Allotment)	\$	46,500,000
Total Current Contract Budget	\$	1,293,000,000 (d)

Reported Total Forecast At Completion \$1,293,000,000
 In 4th Quarter 2007 TBSRP Report

Contract 04-012024 Skyway
Contract Forecast At Completion (FAC) & Variance
 February 26, 2008 Basis

Contract Bid Items	\$	1,043,541,000
State Furnished Materials (SFM)	\$	4,276,439
Subtotal	\$	1,047,817,439
Supplemental Work Remaining	\$	6,026,577
CCO's		
CCO's (Approved (269) + Pending (14) = Total (283))	\$	171,252,939
CCO's = or > \$1Million Pending POC's approval	\$	-
Subtotal	\$	1,225,096,955 (a)
Risk Management	\$	28,976,000
Total	\$	1,254,072,955 (c)

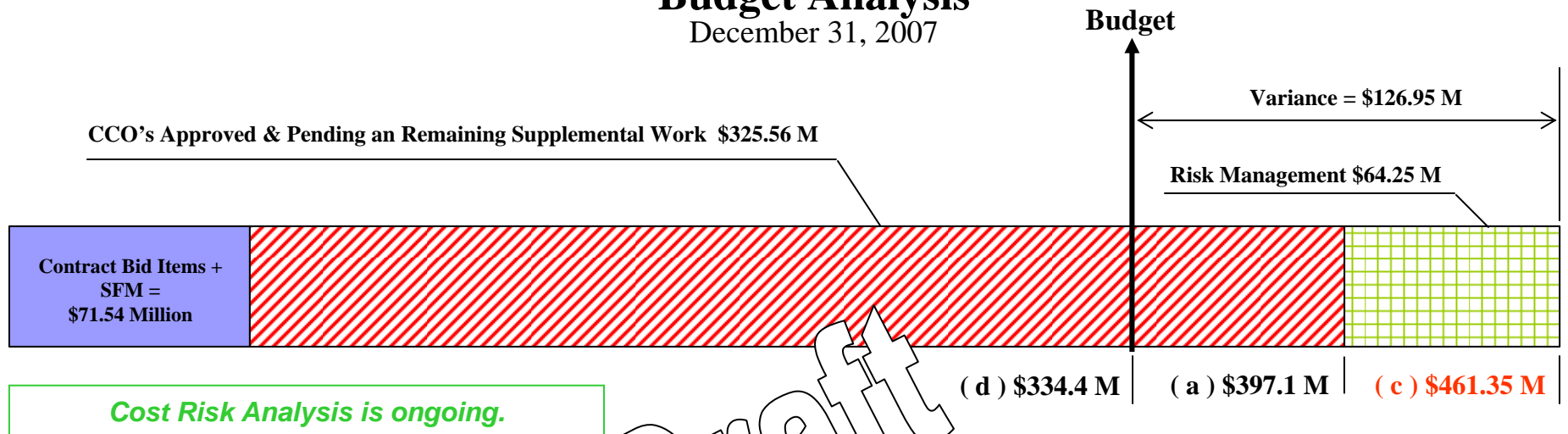
Variance (Total - Current Budget) \$ (38,927,045)

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South-South Detour Contract 04-0120R4

Budget Analysis

December 31, 2007



Contract 04-0120R4 YBI South-South Detour
Current Contract Budget Funding Status
 December 31, 2007 Basis

Contract Bid Items	\$	71,159,650
State Furnished Materials (SFM)	\$	379,000
Subtotal	\$	71,538,650
Supplemental Work	\$	14,115,000
Contingency At 5%	\$	4,266,350
Subtotal Original Contract Allotment	\$	89,920,000
Supplemental Budget Allocation Approved	\$	237,747,000
Subtotal Current Contract Allotment	\$	327,667,000 (b)
Remaining Unallotted Budget	\$	6,733,000
(Current Contract Budget - Current Contract Allotment)		
Total Current Contract Budget	\$	334,400,000 (d)

Reported Total Forecast At Completion \$ 334,400,000
 In 3rd Quarter 2007 TBSRP Report

Contract 04-0120R4 YBI South-South Detour
Contract Forecast At Completion (FAC) & Variance
 December 31, 2007 Basis

Contract Bid Items	\$	71,159,650
State Furnished Materials (SFM)	\$	379,000
Subtotal	\$	71,538,650
Supplemental Work Remaining	\$	-
CCO's		
CCO's (Approved and Pending)	\$	325,562,709
CCO's = or > \$1 Million Pending POC approval	\$	-
Subtotal	\$	397,101,359 (a)
Risk Management Costs	\$	64,245,000
Total	\$	461,346,359 (c)

Variance (Total - Current Budget) \$ 126,946,359

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Toll Bridge Seismic Retrofit Program AB 144/SB 66 Baseline Budget, and Forecast							
Bridge	(Dollars in millions)						
	AB 144/SB 66 Baseline	TBPOC Approved Budget	1st Quarter 2007 Forecast	2nd Quarter 2007 Forecast	3rd Quarter 2007 Forecast	4th Quarter 2007 Forecast	Proposed February 26, 2008
Benicia-Martinez							
	Capital Outlay Support	\$38.14	\$38.14	\$38.1	\$38.1	\$38.1	\$38.1
	Capital Outlay	\$139.69	\$139.69	\$139.7	\$139.7	\$139.7	\$139.7
	Total	\$177.83	\$177.83	\$177.8	\$177.8	\$177.8	\$177.8
Carquinez							
	Capital Outlay Support	\$28.67	\$28.67	\$28.7	\$28.7	\$28.7	\$28.7
	Capital Outlay	\$85.46	\$85.46	\$85.5	\$85.5	\$85.5	\$85.5
	Total	\$114.13	\$114.13	\$114.2	\$114.2	\$114.2	\$114.2
San Mateo-Hayward							
	Capital Outlay Support	\$28.14	\$28.14	\$28.1	\$28.1	\$28.1	\$28.1
	Capital Outlay	\$135.37	\$135.37	\$135.4	\$135.4	\$135.4	\$135.4
	Total	\$163.51	\$163.51	\$163.5	\$163.5	\$163.5	\$163.5
Vincent Thomas							
	Capital Outlay Support	\$16.42	\$16.42	\$16.4	\$16.4	\$16.4	\$16.4
	Capital Outlay	\$42.09	\$42.09	\$42.1	\$42.1	\$42.1	\$42.1
	Total	\$58.51	\$58.51	\$58.5	\$58.5	\$58.5	\$58.5
San Diego-Coronado							
	Capital Outlay Support	\$33.50	\$33.50	\$33.5	\$33.5	\$33.5	\$33.5
	Capital Outlay	\$70.02	\$70.02	\$70.0	\$70.0	\$70.0	\$70.0
	Total	\$103.52	\$103.52	\$103.5	\$103.5	\$103.5	\$103.5
Richmond-San Rafael							
	Capital Outlay Support	\$134.00	\$127.00	\$127.0	\$127.0	\$127.0	\$127.0
	Capital Outlay	\$698.00	\$698.00	\$698.0	\$698.0	\$698.0	\$689.5 (1)
	Richmond-San Rafael Project Reserves	\$82.00					
	Total	\$914.00	\$825.00	\$825.0	\$825.0	\$825.0	\$816.5
West Span Retrofit							
	Capital Outlay Support	\$75.00	\$75.00	\$75.0	\$75.0	\$75.0	\$75.0
	Capital Outlay	\$232.90	\$232.90	\$232.9	\$232.9	\$232.9	\$232.9
	Total	\$307.90	\$307.90	\$307.9	\$307.9	\$307.9	\$307.9
West Approach							
	Capital Outlay Support	\$120.00	\$120.00	\$120.0	\$120.0	\$120.0	\$120.0
	Capital Outlay	\$309.00	\$309.00	\$309.0	\$309.0	\$350.7	\$350.7
	Total	\$429.00	\$429.00	\$429.0	\$429.0	\$470.7	\$470.7
SFOBB East Span							
	Capital Outlay Support	\$959.30	\$959.30	\$977.1	\$977.1	\$977.1	\$977.1
	Capital Outlay	\$4,492.19	\$4,674.71	\$4,686.6	\$4,689.9	\$4,689.9	\$4,745.1
	Other Budgeted Capital	\$35.11	\$31.81	\$11.0	\$7.7	\$7.7	\$7.7
	Total	\$5,486.60	\$5,665.82	\$5,674.7	\$5,674.7	\$5,674.7	\$5,729.9
	Program Indirect	\$30.00	\$30.00	\$30.0	\$30.0	\$30.0	\$30.0
	Subtotal Capital Outlay Support	\$1,463.17	\$1,456.17	\$1,473.9	\$1,473.9	\$1,473.9	\$1,473.9
	Subtotal Capital Outlay	\$6,321.83	\$6,419.05	\$6,410.2	\$6,410.2	\$6,451.9	\$6,498.6
	Subtotal Toll Seismic Retrofit	\$7,785.00	\$7,875.22	\$7,884.1	\$7,884.1	\$7,925.8	\$7,972.5
	Program Contingency	\$900.00	\$809.78	\$800.9	\$800.9	\$759.2	\$712.5
Total Toll Seismic Retrofit Program		\$8,685.00	\$8,685.00	\$8,685.0	\$8,685.0	\$8,685.0	\$8,685.0

Notes:

⁽¹⁾ Budget for Richmond-San Rafael Bridge includes \$16.9 million of deck joint rehabilitation work that considered to be eligible for seismic retrofit program funding.

(Due to the rounding of numbers, the totals above are show within \$0.02).

Toll Bridge Seismic Retrofit Program - SFOBB East Span Only							
AB 144/SB 66 Baseline Budget, and Forecast							
East Span Contract	(Dollars in millions)						
	AB 144/SB 66 Baseline	TBPOC Current Approved Budget	1st Quarter 2007 Forecast	2nd Quarter 2007 Forecast	3rd Quarter 2007 Forecast	4th Quarter 2007 Forecast	Proposed February 26, 2008
SFOBB East Span -Skyway							
	Capital Outlay Support	\$197.00	\$197.00	\$197.0	\$197.0	\$197.0	\$197.0
	Capital Outlay	\$1,293.00	\$1,293.00	\$1,293.0	\$1,293.0	\$1,293.0	\$1,254.1
	Total	\$1,490.00	\$1,490.00	\$1,490.0	\$1,490.0	\$1,490.0	\$1,451.1
SFOBB East Span -SAS- Superstructure							
	Capital Outlay Support	\$214.63	\$214.63	\$214.6	\$214.6	\$214.6	\$214.6
	Capital Outlay	\$1,753.72	\$1,753.72	\$1,767.4	\$1,767.4	\$1,767.4	\$1,767.4
	Total	\$1,968.35	\$1,968.35	\$1,982.0	\$1,982.0	\$1,982.0	\$1,982.0
SFOBB East Span -SAS- W2 Foundations							
	Capital Outlay Support	\$10.00	\$10.00	\$10.0	\$10.0	\$10.0	\$10.0
	Capital Outlay	\$26.40	\$26.40	\$26.4	\$26.4	\$26.4	\$26.4
	Total	\$36.40	\$36.40	\$36.4	\$36.4	\$36.4	\$36.4
SFOBB East Span -SAS- E2/T1 Foundations							
	Capital Outlay Support	\$52.50	\$41.50	\$41.5	\$41.5	\$41.5	\$41.5
	Capital Outlay	\$313.51	\$313.51	\$313.5	\$313.5	\$313.5	\$280.9
	Total	\$366.01	\$355.01	\$355.0	\$355.0	\$355.0	\$322.4
YBI/SAS (Archeology)							
	Capital Outlay Support	\$1.08	\$1.08	\$1.1	\$1.1	\$1.1	\$1.1
	Capital Outlay	\$1.06	\$1.06	\$1.1	\$1.1	\$1.1	\$1.1
	Total	\$2.14	\$2.14	\$2.2	\$2.2	\$2.2	\$2.2
YBI - USCG Rd Relocation							
	Capital Outlay Support	\$3.00	\$3.00	\$3.0	\$3.0	\$3.0	\$3.0
	Capital Outlay	\$3.00	\$3.00	\$3.0	\$3.0	\$3.0	\$3.0
	Total	\$6.00	\$6.00	\$6.0	\$6.0	\$6.0	\$6.0
YBI - Substation & Viaduct							
	Capital Outlay Support	\$6.50	\$6.50	\$6.5	\$6.5	\$6.5	\$6.5
	Capital Outlay	\$11.60	\$11.60	\$11.6	\$11.6	\$11.6	\$11.6
	Total	\$18.10	\$18.10	\$18.1	\$18.1	\$18.1	\$18.1
South/South Detour							
	Capital Outlay Support	\$29.50	\$39.50	\$39.5	\$39.5	\$39.5	\$39.5
	Capital Outlay	\$131.92	\$334.40	\$334.4	\$334.4	\$334.4	\$461.2
	Total	\$161.42	\$373.90	\$373.9	\$373.9	\$373.9	\$500.7
YBI - Transition Structures (Total, including the following split contracts and prior-to-split expenditures)							
	Capital Outlay Support	\$78.65	\$78.65	\$78.7	\$78.7	\$78.7	\$78.7
	Capital Outlay	\$299.36	\$276.10	\$276.1	\$276.1	\$276.1	\$276.1
	Total	\$378.01	\$354.75	\$354.8	\$354.8	\$354.8	\$354.8
YBI- Transition Structures Contract No. 1							
	Capital Outlay Support				\$45.0	\$45.0	\$45.0
	Capital Outlay				\$214.3	\$214.3	\$214.3
	Total				\$259.3	\$259.3	\$259.3
YBI- Transition Structures Contract No. 2							
	Capital Outlay Support				\$16.0	\$16.0	\$16.0
	Capital Outlay				\$58.5	\$58.5	\$58.5
	Total				\$74.5	\$74.5	\$74.5
YBI- Transition Structures Contract No. 3 - Landscape							
	Capital Outlay Support				\$1.0	\$1.0	\$1.0
	Capital Outlay				\$3.3	\$3.3	\$3.3
	Total				\$4.3	\$4.3	\$4.3
Oakland Touchdown (Total, including the following split contracts and prior-to-split expenditures)							
	Capital Outlay Support	\$74.40	\$74.40	\$92.1	\$92.1	\$92.1	\$92.1
	Capital Outlay	\$283.80	\$283.80	\$302.5	\$302.5	\$302.5	\$302.5
	Total	\$358.20	\$358.20	\$394.6	\$394.6	\$394.6	\$394.6
Oakland Touchdown Contract No. 1							
	Capital Outlay Support	\$0.00	\$0.00	\$49.9	\$49.9	\$49.9	\$49.9
	Capital Outlay	\$0.00	\$0.00	\$226.5	\$226.5	\$226.5	\$226.5
	Total	\$0.00	\$0.00	\$276.4	\$276.4	\$276.4	\$276.4
Oakland Touchdown Contract No. 2							
	Capital Outlay Support	\$0.00	\$0.00	\$15.8	\$15.8	\$15.8	\$15.8

Toll Bridge Seismic Retrofit Program - SFOBB East Span Only								
AB 144/SB 66 Baseline Budget, and Forecast								
East Span Contract		(Dollars in millions)						
		AB 144/SB 66 Baseline	TBPOC Current Approved Budget	1st Quarter 2007 Forecast	2nd Quarter 2007 Forecast	3rd Quarter 2007 Forecast	4th Quarter 2007 Forecast	Proposed February 26, 2008
		Capital Outlay	\$0.00	\$0.00	\$62.0	\$62.0	\$62.0	\$62.0
		Total	\$0.00	\$0.00	\$77.8	\$77.8	\$77.8	\$77.8
Oakland Touchdown Contract - Electrical Systems								
		Capital Outlay Support	\$0.00	\$0.00	\$1.4	\$1.4	\$1.4	\$1.4
		Capital Outlay	\$0.00	\$0.00	\$4.4	\$4.4	\$4.4	\$4.4
		Total	\$0.00	\$0.00	\$5.8	\$5.8	\$5.8	\$5.8
Oakland Touchdown Contract - Navy Cable ⁽¹⁾								
		Capital Outlay Support	\$0.00	\$0.00	\$3.0	\$3.0	\$3.0	\$3.0
		Capital Outlay	\$0.00	\$0.00	\$9.6	\$9.6	\$9.6	\$9.6
		Total	\$0.00	\$0.00	\$12.6	\$12.6	\$12.6	\$12.6
Oakland Geofill								
		Capital Outlay Support	\$2.47	\$2.47	\$2.5	\$2.5	\$2.5	\$2.5
		Capital Outlay	\$8.21	\$8.21	\$8.2	\$8.2	\$8.2	\$8.2
		Total	\$10.68	\$10.68	\$10.7	\$10.7	\$10.7	\$10.7
Pile Installation Demonstration Project								
		Capital Outlay Support	\$1.79	\$1.79	\$1.8	\$1.8	\$1.8	\$1.8
		Capital Outlay	\$9.25	\$9.25	\$9.2	\$9.2	\$9.2	\$9.2
		Total	\$11.04	\$11.04	\$11.0	\$11.0	\$11.0	\$11.0
Existing Bridge Demolition								
		Capital Outlay Support	\$79.72	\$79.72	\$79.7	\$79.7	\$79.7	\$79.7
		Capital Outlay	\$239.15	\$239.15	\$222.0	\$222.0	\$222.0	\$222.0
		Total	\$318.87	\$318.87	\$301.7	\$301.7	\$301.7	\$301.7
Stormwater Treatment Measures								
		Capital Outlay Support	\$6.00	\$8.00	\$8.0	\$8.0	\$8.0	\$8.0
		Capital Outlay	\$15.00	\$18.30	\$15.0	\$18.3	\$18.3	\$18.3
		Total	\$21.00	\$26.30	\$23.0	\$26.3	\$26.3	\$26.3
Right-of-way and Environmental Mitigation								
		Capital Outlay Support	\$0.00	\$0.00	\$0.0	\$0.0	\$0.0	\$0.0
		Capital Outlay	\$72.40	\$72.40	\$72.4	\$72.4	\$72.4	\$72.4
		Total	\$72.40	\$72.40	\$72.4	\$72.4	\$72.4	\$72.4
Sunk Cost - Existing East Span Retrofit								
		Capital Outlay Support	\$39.46	\$39.46	\$39.5	\$39.5	\$39.5	\$39.5
		Capital Outlay	\$30.81	\$30.81	\$30.8	\$30.8	\$30.8	\$30.8
		Total	\$70.27	\$70.27	\$70.3	\$70.3	\$70.3	\$70.3
Environmental Phase (Expended)								
		Capital Outlay Support	\$97.70	\$97.70	\$97.7	\$97.7	\$97.7	\$97.7
Project Expenditures, Pre-splits								
		Capital Outlay Support	\$44.90	\$44.90	\$44.9	\$44.9	\$44.9	\$44.9
Non-project Specific Costs								
		Capital Outlay Support	\$20.00	\$19.00	\$19.0	\$19.0	\$19.0	\$19.0
		Subtotal East Span Capital Outlay Support	\$959.30	\$959.30	\$977.1	\$977.1	\$977.1	\$977.1
		Subtotal East Span Capital Outlay and Sunk Costs	\$4,492.19	\$4,674.71	\$4,686.6	\$4,689.9	\$4,689.9	\$4,745.1
		Other Budgeted Capital	\$35.11	\$31.81	\$11.0	\$7.7	\$7.7	\$7.7
		Total SFOBB East Span	\$5,486.60	\$5,665.82	\$5,674.7	\$5,674.7	\$5,674.7	\$5,729.9

⁽¹⁾ Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available programs funds has been made available by the Treasure Island Development Authority. (Due to the rounding of numbers, the totals above are shown within \$0.02).

ITEM 7: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES (PART TWO)

- a. Yerba Buena Island Detour
 - 1) Forecast Revision
 - 2) Budget Revision
 - 3) Contract Change Orders
 - a) CCO 55, S1
 - b) CCO 56
 - c) CCO 112, S1

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 5, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 7a 1), 2), 3)
San Francisco-Oakland Bay Bridge
Item- Yerba Buena Island Detour Contract
Forecast Revision, Budget Revision, Contract Change Orders

RECOMMENDATION:

- 1) Forecast Change - **APPROVE**
- 2) Budget Change - **APPROVE**
- 3) Contract Change Orders 55, Supplement 1; 56; 112, Supplement 1 - **APPROVE**

COST :

Budget Change – increase of \$89.4 million
Contract Change Orders - \$16.3 million

SCHEDULE:

N/A

DISCUSSION:

In February 2007, the TBPOC adopted a revised strategy for Yerba Buena Island (YBI) Detour Project. The strategy was intended to 1) to reduce corridor schedule risk by accelerating construction of foundations for the Yerba Buena Island Transition Structure (YBITS), 2) resolve delay to the YBI Detour Project from the rebid of the SAS project, 3) reduce project risk and impacts to traveling public by assuming responsibility of design for the two YBI Detour tie-in structures, and 4) to significantly improve seismic safety of the permanent East span by incorporating a complete reconstruction of a portion of the YBI viaduct into the west tie-in detour structure. From the adoption of a new budget for the project in February, 2007, through most of the 4th Quarter of 2007, the February 2007 budget estimate of \$334.4 million remained fairly stable. The viaduct work did increase in cost during this period from the original estimate of \$9 million to approximately \$30 million due to changes in fabrication location due to project delay, design enhancements (additional steel members, revised bent caps) required for seismic safety and additional falsework required as a result of the design enhancements. However,

reductions in estimates for other items of work kept the estimate stable at \$334.4 million.

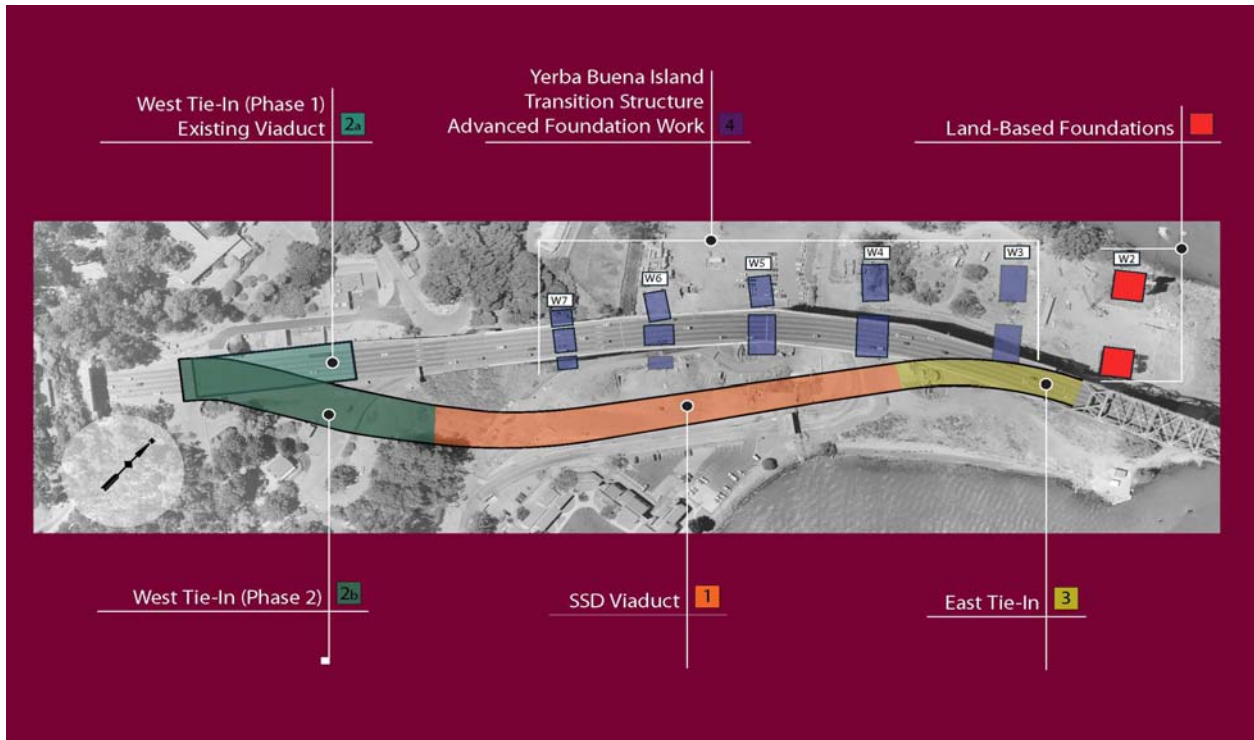
An updated Implementation Memo was prepared in January 2008 for the overall YBI Detour Project budget. The January 2008 Implementation Memo reflected a significant increase in the project estimate - \$397.1 million, a \$62,700,000 increase from the current budget of \$334.4 million. This increase was primarily associated with two categories of work – the East Tie In (increase of approximately \$38 million from December 2007 estimate) and exposure to additional time related overhead (TRO-increase of approximately \$26 million from the December 2007 estimate) associated with the increased scope of work and accelerated schedule for delivery of the East Tie In as well as updated estimates for additional TRO associated with YBITS advance work. The actual TRO rate is subject to an ongoing audit and a conservative estimate has been developed based on knowledge of the current level of construction activity. Other revised estimates reflect savings of approximately \$1.3 million, resulting in the net increase of \$62.7 million.

Exposure to additional TRO has been carried in the Risk Register and the estimated increase to budget for this item partially a transfer from risk. This can be seen in the attached risk register in which item 61 has been reduced from a 3rd quarter risk of \$15 million to a 4th quarter risk of \$1.7 million. The balance of the increased TRO estimate is based on analysis of TRO in the Bay Area for similar work performed by the Resident Engineer.

The initial estimate for the East Tie In was based on one of the bids originally received for the project. The highest bidder had proposed a roll out-roll in strategy for the East Tie In and bid items for this work were used as the estimate included in the original Strategy Memo and carried in the Implementation Memo updates. The new design for the East Tie In has been moving forward rapidly and 65% design was delivered in November. 100% design of certain elements has since been delivered but complete 100% design will be delivered in late March/early April 2008. Upon receipt of 65% design, new estimates were prepared resulting in the current cost estimate. The revised estimate is reflective of the challenging nature of the East Tie In work. Some examples of specific challenges include:

- 1) the combination of skid bent foundations with YBITS foundations at W3;
- 2) competing access demands between the East Tie In work and ongoing Self Anchored Suspension Span work at W2 - these competing access demands require the design and construction of a retaining wall to allow both projects to move forward on schedule; and

- 3) the need to provide the highest level of insurance of a well-choreographed roll-out roll-in procedure to keep the required bridge closure to a known minimum, including enhanced falsework for the East tie-in structure required for proper performance during roll-in.



Costs will continue to be monitored, updated and reported, and options remain available. Some items of work, such as construction of W5 foundations and demolition of the existing structure could be deferred to the YBITS contract and subject to a bidding process. The current estimate for these items is \$16 million, excluding TRO. TRO would be reduced and the YBI Detour contract would be accepted at an earlier date. However, whether or not this would ultimately represent savings is unknown. CC Myers has been providing reasonable pricing for the YBITS foundation work, and estimates for this work have not changed substantially from the original estimate. The foundation work has proven to be difficult – surprises have been encountered underground (unknown utilities, hazardous material, etc.), and these surprises are likely to continue if for no reason other than the high variability of the underlying geology. This variability is greater on Yerba Buena Island than on any other area of the East Span project. If this work is transferred to the YBITS contract, and surprises are encountered, overall project delay could occur as the YBITS work will be on the critical path for the overall corridor. The dollars associated with such delay could equal or exceed initial savings from a good bid. Finally, the savings in TRO on the YBI Detour contract

would likely transfer to the new YBITS contract and might not represent any savings to corridor costs in total.

A Budget Balance Beam for the 4th Quarter and an interim balance beam combining current Risk Management Costs with the March YBI Detour Implementation Memo cost update are included below.

At this time, the PMT is recommending a revised forecast of \$461.35 million for the YBI Detour Contract. In addition, a revised budget of \$423.8 million is recommended. This budget includes the current estimate of \$397.1 million and an additional 10% contingency of \$26.7 million for the estimated value of remaining work. Finally, the Department is requesting approval of the following Contract Change Orders (CCO):

CCO 55, Supplement 1 – additional costs of \$980,600 associated with increased steel quantities from viaduct design enhancements (this is being brought to the TBPOC as the original CCO exceeded \$1,000,000) ;

CCO 56 – additional costs of \$6,837,300 for increased contractor design work resulting from project delay as well as certain viaduct design enhancements. This resolves the remaining Notices of Potential Claim for additional viaduct design work; and

CCO 112, Supplement 1 – additional material orders needed for the East tie-in totaling \$8,500,000.

Attachment(s):

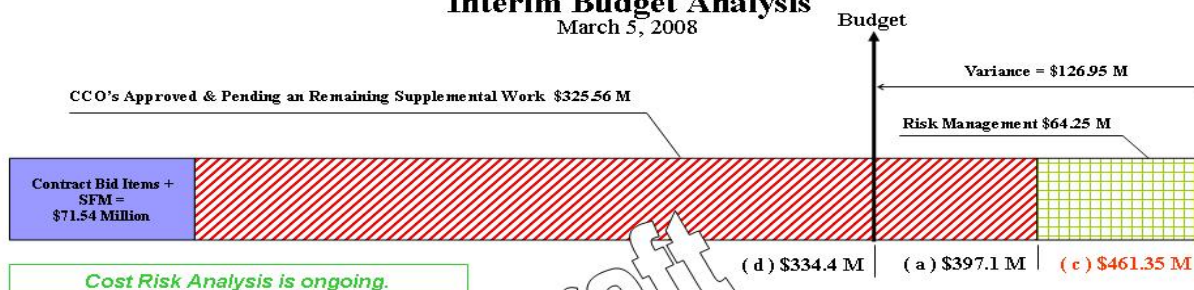
- 1) Interim 1st Quarter 2008 Budget Balance Beam
- 2) Current Risk Register
- 3) CCO 55 Supplement 1 and CCO Memorandum
- 4) CCO 56 and CCO Memorandum
- 5) CCO 112 Supplement 1 and CCO Memorandum
- 6) December 11, 2007 Implementation Memo
- 7) March 3, 2008 Implementation Memo

Interim 1st Quarter 2008 Budget Balance Beam

South-South Detour Contract 04-0120R4

Interim Budget Analysis

March 5, 2008



**Contract 04-0120R4 YBI South-South Detour
Current Contract Budget Funding Status**
March 5, 2008 Basis

Contract Bid Items	\$	71,159,650	
State Furnished Materials (SFM)	\$	379,000	
	Subtotal	\$	71,538,650
Supplemental Work	\$	14,115,000	
Contingency At 5%	\$	4,266,330	
	Subtotal Original Contract Allotment	\$	89,920,000
Supplemental Budget Allocation Approved	\$	237,747,000	
	Subtotal Current Contract Allotment	\$	327,667,000 (b)
Remaining Unallotted Budget (Current Contract Budget - Current Contract Allotment)	\$	6,733,000	
	Total Current Contract Budget	\$	334,400,000 (d)
Reported Total Forecast At Completion In 4th Quarter 2007 TBSRP Report	\$	334,400,000	

**Contract 04-0120R4 YBI South-South Detour
Contract Forecast At Completion (FAC) & Variance**
March 5, 2008 Basis

Contract Bid Items	\$	71,159,650	
State Furnished Materials (SFM)	\$	379,000	
	Subtotal	\$	71,538,650
Supplemental Work Remaining	\$	-	
CCO's			
CCO's (Approved and Pending)	\$	325,562,709	
CCO's = or > \$1 Million Pending POC approval	\$	-	
	Subtotal	\$	397,101,359
Risk Management Costs	\$	64,245,000	
	Total	\$	461,346,359
Variance (Total - Current Budget)	\$	126,946,359	

Confidential Draft – For Deliberative Purpose Only

Current Risk Register

ID #	Title	Cost Range			Probability		50% Probable Cost																	
		Low	Most Likely	High	Low	High	Current	Previous																
Risks																								
36	Roll out/roll in at East Tie-in problems cause delay and impacts traffic and public safety during construction.	\$5,000,000		\$15,000,000	40%	60%	\$5,000,000	\$3,750,000																
39	Issues develop with the demolition of the existing structure	\$5,000,000		\$10,000,000	40%	60%	\$3,750,000	\$3,750,000																
9	Differing site condition causes delay and/or increased costs. Includes DSC in the superstructure, advanced YBI foundation work, and/or shoring at bent 7.	\$5,000,000		\$10,000,000	40%	60%	\$3,750,000	\$3,750,000																
51	Delivery of finalized CCOs impacts cost and schedule estimates	\$1,000,000		\$10,000,000	20%	40%	\$1,650,000	\$1,650,000																
52	YBI advance work delays the SSD contract completion.	\$1,000,000		\$5,000,000	40%	60%	\$1,500,000	\$1,500,000																
28	Delay in construction beyond anticipated completion date.	\$0	\$3,000,000	\$6,000,000	40%	60%	\$1,500,000	\$1,500,000																
40	Issues develop with delivery of east tie in design affecting construction time for the traffic switch date (spring 2009).	\$1,000,000		\$5,000,000	40%	60%	\$1,500,000	\$1,500,000																
8	Shortage of qualified CT staff causes delay to the project. Applies to Department design and construction	\$1,000,000		\$5,000,000	20%	40%	\$900,000	\$900,000																
20	Conflicts or differing opinions over welding causes delay to the project or increased costs.	\$1,000,000		\$5,000,000	20%	40%	\$900,000	\$900,000																
50	ETI, Viaduct, and WTI phase 2 construction is not complete in time or must otherwise be rescheduled for anticipated bridge closure weekend (Spring 2009) and traffic switch.	\$1,000,000		\$5,000,000	20%	40%	\$900,000	\$900,000																
48	Viaduct fabrication delays the contract or causes increased cost.	\$1,000,000		\$5,000,000	20%	40%	\$900,000	\$900,000																
55	Third party restrictions, cause delay or additional cost.	\$0		\$1,000,000	20%	40%	\$150,000	\$150,000																
46	Issues develop with the delivery of west tie in Phase 2 design.	\$0		\$1,000,000	0%	20%	\$50,000	\$50,000																
13	Errors or omissions in contractor viaduct design impacts public traffic.	\$0		\$1,000,000	0%	20%	\$50,000	\$50,000																
44	WTI phase 2 construction problems during closure causes delay and impacts traffic during construction.	\$0		\$200,000	0%	20%	\$10,000	\$10,000																
21	Environmental restrictions, particularly sound limitations, cause delay or additional cost.	\$0		\$50,000	20%	40%	\$7,500	\$7,500																
64	Weather delay at a critical point				20%	40%																		
17 Risks - Total Risk Cost:							\$22,517,500																	
NOPCs																								
31	Problems with the stability of the 'goat' slope, NOPC 17	\$100,000	\$100,000	\$150,000	40%	60%	\$58,333	\$58,333																
32	NOPC 18- Claim for subcontractor overhead not included in TRO.	\$0	\$0	\$400,000	20%	40%	\$40,000	\$40,000																
38	NOPC 15- contractor required to provide staging plan for coast guard access	\$0		\$100,000	20%	40%	\$15,000	\$15,000																
3 NOPCs - Total NOPC Cost:							\$113,333																	
CCOs																								
59	Cost variance of East Tie-in from current financial projection.	\$0	\$10,000,000	\$30,000,000	100%	100%	\$13,333,000	\$10,000,000																
33	Miscellaneous CCOs	\$0	\$10,714,000	\$21,428,000	100%	100%	\$10,714,000	\$5,477,000																
56	Cost variance of new viaduct from current change order financial projection.	\$0	\$5,000,000	\$15,000,000	100%	100%	\$6,667,000	\$20,000,000																
58	Cost variance of West Tie-in Phase 2 from current financial projection.	\$0	\$500,000	\$16,000,000	100%	100%	\$5,500,000	\$5,000,000																
60	Cost variance of incorporating the Advanced YBI structures with additional demolition from current financial projection	\$0	\$1,700,000	\$7,000,000	100%	100%	\$2,900,000	\$1,500,000																
61	Cost variance of various administrative issues and TRO associated with the strategy memos (from current financial projection).	\$(10,000,000)	\$5,000,000	\$10,000,000	100%	100%	\$1,667,000	\$15,000,000																
57	Cost variance of West Tie-in Phase 1 from current financial projection.	\$0	\$500,000	\$2,000,000	100%	100%	\$833,000	\$3,000,000																
7 CCOs - Total CCO Cost:							\$41,614,000																	
<table><tr><td colspan="2">Subtotals</td><td>Risks:</td><td>\$22,517,500</td></tr><tr><td colspan="2"></td><td>NOPCs:</td><td>\$113,333</td></tr><tr><td colspan="2"></td><td>CCOs:</td><td>\$41,614,000</td></tr><tr><td colspan="2"></td><td>50% Probable Risk Management Cost</td><td>\$64,244,833</td></tr></table>									Subtotals		Risks:	\$22,517,500			NOPCs:	\$113,333			CCOs:	\$41,614,000			50% Probable Risk Management Cost	\$64,244,833
Subtotals		Risks:	\$22,517,500																					
		NOPCs:	\$113,333																					
		CCOs:	\$41,614,000																					
		50% Probable Risk Management Cost	\$64,244,833																					
Previous 50% Probable Risk Management Cost							\$81,357,833																	

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 55	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

Provide compensation to the Contractor for all costs associated with furnishing raw steel that was incurred due to the relocation of the steel Viaduct superstructure fabrication work of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)) from Shanghai Grand Tower Steel Structure Co., Ltd (SGT) to Dongkuk Structures & Construction Co., LTD (Dongkuk) and to all Department ordered design enhancements to the Viaduct that were incorporated into the approved Viaduct plans dated October 9, 2006.

This change order provides full compensation for all costs associated with furnishing raw structural steel that was deferred under the original Contract Change Order No. 55 and for furnishing all raw steel due to the Department ordered design enhancements implemented under Contract Change Orders No. 49 and No. 50 that were incorporated into the approved Viaduct plans dated October 9, 2006.

This change order provides for full and final compensation of all costs associated with furnishing raw steel due to all Department delays, Department ordered design enhancements, and Department impacts to the design pertaining to the approved Viaduct plans dated October 9, 2006.

Compensation for any raw steel purchased due to Department design enhancements ordered under Contract Change Orders No. 50 and No. 67 that were incorporated into the approved Viaduct plans dated July 19, 2007 is not addressed by this change order.

Total Cost of Adjustment of Compensation at Lump Sum\$980,600.00

Estimated Cost: Increase ☒ Decrease ☐ \$980,600.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by		
Signature	Resident Engineer BILL CASEY	Date
Approval Recommended by		
Signature	SFOBB Construction Manager MIKE FORNER	Date
Engineer Approval by		
Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 55	SUPPLEMENT#: 1	Category Code: CHXX	CONTINGENCY BALANCE (incl. this change) \$89,927,792.86	
COST: \$980,600.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: SGT to Dongkuk Material Closeout			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 1195 Day(s)	Percentage Time Adjusted: (including this change) 252 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 7

THIS CHANGE ORDER PROVIDES FOR:

Compensation to the contractor for the costs of purchasing raw steel associated with the fabrication of the Viaduct structure.

This contract calls for construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the East Tie-In to the bridge, the West Tie-In to the island and the Viaduct structure between the two tie-ins. The contract was awarded as a performance based project with the contractor responsible for meeting the design criteria specified in the contract.

The original Contract Change Order No. 55 provided compensation for costs incurred in the relocation of the Viaduct fabrication work from Shanghai Grand Tower Steel Structure Co., Ltd (SGT) in China to Dongkuk Structures & Construction Co., LTD (Dongkuk) in South Korea. Costs associated with any additional raw steel purchases required to complete the as-planned fabrication work were deferred under that change order. This supplement compensates the contractor for those deferred costs which have now been documented.

Compensation is also provided for the cost of raw steel purchases associated with Department ordered design enhancements to the Viaduct that were incorporated into the contractor designed plan sheets under executed Change Orders No. 49 and 50. These changes concerned enhancements ordered to the steel truss concerning the connection of the floor beams and stringers and the addition of stopper blocks and brackets at the bent caps. Compensation for the raw steel costs are included under this supplement as the additional steel associated with the as-planned work and the ordered design enhancement were purchased together and are difficult to segregate (both quantitatively and administratively). Additional fabrication costs associated with design enhancements shall be compensated under a separate change order.

Compensation shall be paid as an adjustment of compensation at an agreed lump sum of \$980,600.00 that will be financed from the contract's contingency fund. A cost analysis is on file.

The original Contract Change Order No. 55 was approved by the Toll Bridge Program Oversight Committee (TBPOC) on June 27, 2007. At that time, the deferred cost of furnishing raw steel covered under this supplement was approved at a cost not to exceed \$1,000,000.00. Approximately \$550,000.00 of the total \$980,600.00 of costs is directly related to these deferred costs from the original change order with the remaining costs associated with the Department ordered design enhancements.

Maintenance concurrence is not required as the change order doesn't affect any permanent roadway features.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	Date		THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$0.00	\$0.00
Project Engineer:	Date		FORCE ACCOUNT	\$0.00	\$0.00
Project Manager: Alec Melkonians	Date		AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:	Date		ADJUSTMENT	\$980,600.00	\$6,645,930.00
Environmental:	Date		TOTAL	\$980,600.00	\$6,645,930.00
Other (specify): Robert Kobal, HQ Asst.Const.Coor	Date		FEDERAL PARTICIPATION		
Other (specify):	Date		<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE		
District Prior Approval By:	Date		<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
HQ (Issue Approve) By: Ken Darby, HQ CCO Engineer	Date	1/24/08	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
Resident Engineer's Signature:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
			FEDERAL FUNDING SOURCE PERCENT		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 56	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

In accordance with Section 4-1.03 "Changes" of the contract Standard Specifications and with the Dispute Review Board's recommendation pertaining to Notice of Potential Claim No. 3 "East Tie-In Design Criteria", provide compensation to the Contractor for additional costs incurred by the Contractor's subcontractor TRC Imbsen due to the Department's involvement in the design process concerning Contract Bid Item No. 13 "Contractor Design" and the eventual assumption of the design responsibility of the East Tie-In and West Tie-In structures by the Department.

For this work, the Contractor will be compensated a lump sum of \$6,837,310.00 in addition to the lump sum price paid for Contract Bid Item No. 13. Except for outstanding costs pertaining to the 4 change orders mentioned below, this sum constitutes full and final compensation for all outstanding costs, both past and future, pertaining to work performed by TRC Imbsen, including all subsidiaries and subcontractors, and no additional compensation shall be paid concerning these costs.

Outstanding design and review costs incurred by TRC Imbsen associated with Department ordered design enhancements and design coordination implemented under Change Orders No. 49, No. 50, No. 67 and No. 109 are excluded from this change order and shall be compensated under those respective change orders.

Except for the 2 items of work specifically excluded below, this change order resolves all outstanding costs associated with the following Notice of Potential Claims and no additional compensation shall be paid:

- 1) Notice of Potential Claim No. 2 – Bolted Connection Design Criteria
- 2) Notice of Potential Claim No. 3 – East Tie-In Design Criteria
- 3) Notice of Potential Claim No. 4 – Pile Dynamic Monitoring
- 4) Notice of Potential Claim No. 8 – Rejection of Viaduct Pot Bearing Design
- 5) Notice of Potential Claim No. 9 – Rejection of Viaduct Deck Drainage Design
- 6) Notice of Potential Claim No. 10 – Review & Approval of Shop Drawings
- 7) Notice of Potential Claim No. 11 – Testing of Micropiles
- 8) Notice of Potential Claim No. 14 – CIDH Pile Inspection
- 9) Notice of Potential Claim No. 16 – Department Involvement in Design Process

Costs associated with the 2 items of work listed below, as they pertain to the 9 notice of potential claims listed above, have not been addressed by this change order and shall remain outstanding:

- 1) Any outstanding escalation costs incurred by the Contractor or their subcontractor's, excluding TRC Imbsen, due to Department caused delays to the contract work.
- 2) Any outstanding costs associated with the fabrication and construction of the viaduct structure due to Department ordered design enhancements implemented under Change Orders No. 49, No. 50 and No. 67.

Total Cost of Adjustment of Compensation at Lump Sum\$6,837,310.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 56	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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Estimated Cost: Increase ☒ Decrease ☐ \$6,837,310.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by		
Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by		
Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by		
Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 56	SUPPLEMENT#: 0	Category Code: EXCB	CONTINGENCY BALANCE (incl. this change) \$89,927,792.86	
COST: \$6,837,310.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Imbsen NOPC Closeout / Escalation Issues			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: DEF Day(s)	Previously Approved CCO Time Adjustments: 1195 Day(s)	Percentage Time Adjusted: (including this change) 252 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 8

THIS CHANGE ORDER PROVIDES FOR:

compensation to the contractor for additional costs related to the contractor's performance based design process.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 under a construction schedule that anticipated a traffic opening on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) in late 2006. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins. In order to facilitate the 2006 SFOBB milestone, and to implement a traffic switch as early as possible on to the transitional structure , several incentives and permissible delivery mechanisms were included in the TBS contract. These included an A + B bid specification to encourage an aggressive construction schedule and a performance based design criteria to allow contractor efficiencies.

Contract Bid Item No. 13 "Contractor Design" consisted of the contractor designing and providing detailed plan sheets, technical special provisions and quantities for the project's three main structures based upon the design criteria set forth in the contract. The contractor bid \$5,000,000 to perform this work. The design process was specified to include 3 progressive design submittals called out as the preliminary design submittal, the final design submittal and the construction submittal with the Department able to review and provide comments to each submittal in order to ensure the design met the specified design criteria. The Department would then authorize the design for construction and the plans would become the contract plans for the project.

Based on a review of the CPM schedule and bid documents, the contractor planned on completing this design process and achieving authorization to construct within 9 months after the project's bid opening. The actual design work ending up taking 34 months to achieve authorization to construct the Viaduct with authorization never obtained for the ETI and WTI structures after over 30 months of design effort was expended. The reasons for this extended design period are outlined below:

1) Extended SFOBB Corridor Schedule –
After the award of the TBS project, the Self Anchored Suspension (SAS) structure, the signature structure of the east span SFOBB replacement, was significantly delayed due to funding issues that stemmed from it's May 2004 bid opening. This SAS delay continued into March of 2006 when a revised funding package was implemented and the contract was successfully re-bid. In April 2006 the revised SFOBB corridor schedule anticipated a westbound traffic opening in 2012 (6 years later than the original schedule).

This corridor delay resulted in construction activities on the TBS project being substantially suspended from September 2004 through January 2007. While the design process continued, the urgency to approve the design was eliminated and this allowed the Department additional time to review and comment on the proposed design.

2) Changed Department Strategy -
The extended delay to the corridor schedule presented challenges to the TBS project in that the Department, via the Toll Bridge Program Oversight Committee (TBPOC), expressed concern about the length of time traffic would be utilizing the TBS and indicated that the schedule should be adjusted to more closely tie the use of the transitional structure to the revised corridor schedule. This schedule adjustment along with the design disputes being realized led the Department to take the following action on the TBS project:

- 1) The retrofit of a 350 foot section of the concrete deck approaching the Yerba Buena Tunnel was re-sequenced to be performed within the TBS project as opposed to a separate contract after traffic is placed on the new SFOBB.
- 2) The responsibility for the design of both the WTI and ETI structures were taken from the contractor and assumed by the Department.
- 3) Numerous design enhancements were ordered to the Viaduct in order to create a stand-alone structure.

This changed Department strategy was documented in a December 14, 2006 strategy memo that was approved by Tony Anziano, Toll Bridge Program Manager, Richard Land, Chief Engineer and the TBPOC.

3) Department Involvement in the Design Process -

During the same 2-year time period that the SAS was experiencing funding issues, the TBS project was experiencing it's own delays concerning the approval of the contractor's design submittals. These delays stemmed from conflicting interpretations of the contract design criteria and the Department's limited comfort level with the proposed design.

One of the more significant issues with the design of the TBS concerned the ETI structure. The contract design criteria for the ETI called for a roll out / roll in design where a new truss span would be constructed adjacent to the existing span. Once completed, the new span would be rolled into place after the existing span was rolled out. Upon the TBS bid opening in December of 2003, the 3 low bidders (of 4 total bidders) all submitted a design that called for the existing structure to be incorporated into the ETI structure as opposed to the roll out / roll in method called for in the plans. After considerable review of this design alternative, the concept was approved by the Department and the contract was awarded to the low bidder CC Myers Inc (CCM) in March of 2004.

This alternative design of the ETI resulted in continuous disputes between the contractor and the Department during the design and review process. One particular dispute (Notice of Potential Claim No 3), concerning the contractor's submittal of a revised design criteria for the alternative design, was brought to the project's Dispute Review Board (DRB). The DRB ruled that the Department's request for a revised design criteria was reasonable but found such fault with the Department's design review and approval process that they recommended the contractor's costs and any delays be compensated by the Department. The DRB commented that "the review process Caltrans employed in the CCM alternative design for the design criteria and for the design was sufficiently protracted, delayed, ambiguous, contradictory and confusing to cause CCM unreasonably delay and extra costs".

While the DRB determination was specific to the ETI design criteria, their observations concerning the Department's involvement in the design process are consistent with the review process of the entire TBS. The Department lacked a comfort level with the proposed design throughout the design process that the safety of the traveling public wasn't being fully addressed. While the extended SFOBB corridor schedule allowed for a more thorough review, these concerns eventually had to be addressed by assuming the design of the ETI and WTI structures and ordering enhancements to the Viaduct. Unfortunately, addressing these concerns often stepped outside of the contractual design criteria parameters.

Based on the Department's strategy memo discussed above, the contractor's design on the ETI and WTI was suspended by Change Order No. 52 and the Department assumed control over the design. Change Orders No. 49 and 50 were issued to compensate the contractor for design costs related to the ordered design enhancements to the Viaduct. These change orders covered only direct costs associated with the ordered enhancements and no compensation for impact costs resulting from the Department's prior review and approval process of the contractor's design submittals were addressed.

The contractor has submitted 9 separate Notices of Potential Claims (NOPC's) concerning the design of the TBS and the Department's involvement in the design process with all of these NOPC's initially being rejected based on merit. After the adverse DRB findings and recommendation concerning NOPC No. 3, these rejections have now been revisited. Based on the DRB's assessment of the Department's involvement in the design process, the extension of the SFOBB corridor schedule and the Department's eventual assumption of the design for the ETI and WTI, it has been determined that the Department's involvement in the contractor's design process constitutes a change in character of the contemplated work.

The total submitted cost of the 9 NOPC's was \$9,158,570, including interest through January of 2007. These costs have been analyzed in accordance with Section 4-1.03 "Change in Character" of the Standard Specifications comparing as-planned cost to those actually incurred. Actual design costs were documented on both a daily and individual basis and subcontracted design costs were documented by the actual invoices billed to the designer. These costs have been found to be supportable based upon the Department's knowledge of the work performed within the design campus environment and by an independent analysis performed by the Bay Area Toll Authority (see below).

Quantification of the design costs, concerning the application of an appropriate markup and fee, was based on a recently approved consulting contract that the designer, TRC Imbsen, has with the Department. Consulting Services has also confirmed the markup and fee applied is appropriate.

In the review of the contractor's actual documented costs, a significant deduction was also made for perceived contractor design issues unrelated to the Department's involvement. These design issues most appropriately can be attributed to the revised design criteria of the ETI and numerous design issues related to the Viaduct structure. Additionally, submitted costs related to the NOPC's cost quantification and recovery were excluded in accordance with the contract specifications. The resulting compensation owed to the contractor, due to Department caused impacts and delays, was found to be \$6,837,300. This sum includes interest and a subcontractor markup as defined within the contract's special provisions. A summary of this cost analysis is attached.

The project's funding agency the Bay Area Toll Authority has performed an independent analysis concerning the contractor's submitted costs which looked at the additional plan sheets required in the submittal review process. The analysis employed historical data reflecting typical design hours incurred per plan sheet. The result of the analysis supported the actual design hours documented by the contractor and resulted in a recommendation of compensation not to exceed \$7,529,400.00.

This change order provides compensation in the amount of \$6,837,310 for all Department changes and delays in the design process. Compensation shall be paid as an adjustment of compensation at an agreed lump sum of \$6,837,310 which shall be financed from the contract's contingency funds. A detailed cost estimate is on file.

This change order will act to resolve all outstanding costs associated with the 9 NOPC's related to the design of the TBS. Escalation costs, excluding design costs, resulting from Department delays and costs associated with the Department's ordered design enhancements aren't addressed by this change order. Costs associated with the Department ordered design enhancements shall be paid under the approved change orders specified for that work.

Adjustment of contract time is deferred as the involvement in the design process may affect the controlling operation.

Maintenance concurrence is not required as this is an administrative change and doesn't affect any permanent roadway features.

CONCURRED BY:		ESTIMATE OF COST	
Construction Engineer:	Date	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Date	ITEMS	\$0.00
Project Engineer:	Date	FORCE ACCOUNT	\$0.00
Project Manager: Alec Melkonians	Date	AGREED PRICE	\$0.00
FHWA Rep.:	Date	ADJUSTMENT	\$6,837,310.00
Environmental:	Date	TOTAL	\$6,837,310.00
Other (specify): Robert Kobal, HQ Asst.Const.Coor	Date	FEDERAL PARTICIPATION	
Other (specify):	Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE	
District Prior Approval By:	Date	<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input checked="" type="checkbox"/> NON-PARTICIPATING	
HQ (Issue .Approve) By:	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
Resident Engineer's Signature:	Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
		FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 112	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Procure materials required for the fabrication of the skid bent, skid beam, and truss portions of the East Tie-In (ETI) structure of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP) as determined by the Engineer. All procurements made under this change order shall be authorized by the Engineer prior to the actual ordering of materials.

Any salvage value or disposal costs associated with the materials procured under this change order are deferred.

Costs associated with the actual fabrication work concerning the ETI structure are not covered under this change order and shall be paid separately.

Costs associated with the material procurement and construction of the skid bent foundations (footings, piles and structure excavation) and Bent 52A are excluded from this change order.

Estimated Cost of Extra Work at Force Account\$8,500,000.00

Estimated Cost: Increase ☒ Decrease ☐ \$8,500,000.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by		
Signature	Resident Engineer BILL CASEY	Date
Approval Recommended by		
Signature	SFOBB Construction Manager MIKE FORNER	Date
Engineer Approval by		
Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 112	SUPPLEMENT#: 1	Category Code: CHPA	CONTINGENCY BALANCE (incl. this change) \$76,142,996.82	
COST: \$8,500,000.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Material Procurement ETI Superstructure			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: DEF Day(s)	Previously Approved CCO Time Adjustments: 1195 Day(s)	Percentage Time Adjusted: (including this change) 252 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 8

THIS CHANGE ORDER PROVIDES FOR:

The procurement of materials for the East Tie-In (ETI) structure in order to advance the contract schedule.

This contract provides for the construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour will allow for the construction of the permanent structure, the Yerba Buena Island Transition Structure, which connects the signature SAS structure to Yerba Buena Island.

The detour consist of three main structures, the East Tie-In (ETI) to the bridge, the West Tie-In to the island and the viaduct structure between the two tie ins. The contract was awarded as a performance based project with the contractor responsible for meeting the design criteria specified in the contract.

A December 14, 2006 Department strategy memorandum, approved by Tony Anziano, Toll Bridge Program Manager, and Richard Land, Chief Engineer and subsequently the TBPOC, recommended that the Department assume the design responsibility for the East Tie-In (ETI) structure. Based on this memorandum, the design of the structure was changed from a design that incorporated the existing steel truss bridge span with the new structure to a design that completely replaces the existing span with a new structure (roll out / roll in).

The construction of the ETI is currently the controlling operation on both this project and the corridor wide opportunity schedule for the SFOBB. In order to expedite the fabrication work, the original Change Order No. 112 provided for the early procurement of long lead time materials. This change provides for the procurement of the remaining materials required for the structures fabrication comprised of an estimated 4,300 metric tons of steel.

It is anticipated that the material order will be made in stages for the skid bent, skid beam and truss sections of the structure based upon the delivery of the design for these items of work. In order to advance this work and mitigate further delays to the project, the Department shall authorize the order of materials based on a risk assessment made for the various materials involved.

Costs or credits associated with any salvage value or disposal cost associated with these temporary materials is deferred.

The work shall be performed as extra work at force account at an estimated cost of \$8,500,000.00 and shall be financed from the contract's contingency funds. A cost analysis is on file.

This change has been concurred by Mike Whiteside, YBI Coordination Engineer, per Memorandum dated 2/15/2008.

Adjustment of contract time is deferred as the work may affect the controlling operation.

Maintenance concurrence is not required as this change order only acts to procure materials only. Concurrence shall be obtained under the change order that provides for the construction of the ETI structure.

CONCURRED BY:		ESTIMATE OF COST	
Construction Engineer:	Date	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Mike Whiteside, Toll Bridge Design Date 2/15/08	ITEMS	\$0.00 \$0.00
Project Engineer:	Date	FORCE ACCOUNT	\$8,500,000.00 \$10,500,000.00
Project Manager:	Alec Melkonians Date	AGREED PRICE	\$0.00 \$0.00
FHWA Rep.:	Date	ADJUSTMENT	\$0.00 \$0.00
Environmental:	Date	TOTAL	\$8,500,000.00 \$10,500,000.00
Other (specify):	Robert Kobal, HQ Asst.Const.Coor Date	FEDERAL PARTICIPATION	
Other (specify):	Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE	
District Prior Approval By:	Date	<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input checked="" type="checkbox"/> NON-PARTICIPATING	
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
Resident Engineer's Signature:	Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
		FEDERAL FUNDING SOURCE	PERCENT

South-South Detour (Contract 04-0120R4)			
Contract Award:	March 10th, 2004	Suspension Days (as of 04/13/07):	572 Working Days
Original Working Days:	475 Working Days	Contract Extensions (as of 04/13/07):	381 Working Days
Original Contract Completion:	July 27th, 2005	Projected Contract Completion:	December 31, 2009
Original Contract Amount:	\$71,159,650	Projected Contract Cost:	\$334,400,000

Introduction

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are “*San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion*” issued December 14, 2006, and “*Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order*” issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project. The SSD forecast and budget were recently revised and the current forecast and budget have been set at \$ 334 million. This figure was based on estimates developed and presented in the two strategy memos as well as the original contract amount, pre-existing contract change orders (CCO) and a contingency/risk management adjustment.

The purpose of this document is to provide a status of the construction budget, and serves as a check between CCO expenditures, estimates developed in the strategy memos and the approved funding for the project.

Contract Change Order Implementation Strategy for South-South Detour December 11, 2007

Baseline Contract Change Orders for South-South Detour Contract

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CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	\$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	\$200,000.00
2	Bidder Compensation	5/8/2004	\$1,575,000.00
3	Partnering	9/7/2004	\$25,000.00
4	DRB	9/7/2004	\$100,000.00
5	Federal Trainee Program	11/12/2004	\$20,000.00
5S1	Non-Journey Person Training	3/10/2005	\$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	\$0.00
7	Sampling and Analysis Work	8/30/2004	\$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	\$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	\$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	\$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	\$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	\$500,000.00
11	Utility Potholing	9/14/2004	\$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	\$5,000.00
13	PMIV Document Management System	11/3/2004	\$486,743.50
14	Temporary Suspension	5/19/2004	\$0.00
15	Archaeology Investigation	7/19/2004	\$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	\$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	\$108,217.45
18	Access Control Measures	9/8/2004	\$50,000.00
19	EDR1 Alignment Modification	5/12/2005	\$0.00
20	A490 Bolts	10/23/2006	\$0.00
21	Removal /Disposal of Stairway	4/13/2005	\$14,060.00
22	Clean Stairs and Walkways	5/24/2005	\$35,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	\$2,181,467.40
24S1	Read Inclinator/Adjust Equipment Costs	10/18/2005	\$29,782.99

CCO #	Description	Executed Date	Cost
24S2	Temporary Suspension Partially Extended	5/2/2006	\$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundry	3/24/2005	(\$19,000.00)
26	Bent 48 Articulation	4/22/2005	\$0.00
27	Bent 52L Footing Conflict	1/19/2006	\$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	\$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	\$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	\$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	\$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	\$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	\$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36	Extend Limits of Viaduct Demolition	10/5/2005	\$16,734.80
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	\$0.00
39	Provide Shuttle Service to USCG	6/27/2005	\$10,000.00
40	Sewer Pipe Material Change	9/26/2005	\$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	\$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	\$5,000.00
43	Material On Hand Specification Change	9/16/2005	\$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation	Pending	TBD
45	Additional SWPPP	2/21/2006	\$250,000.00
46	Southgate Road Reopening	3/8/2006	\$100,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	\$100,000.00
48	Buried Man-Made Objects	12/15/2005	\$50,000.00

Total for Basline Contract Change Orders

\$12,101,782.06

Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been broken down into the following categories:

- (1) SSD New Viaduct Enhancements
- (2a) West Tie-In Existing Viaduct Phase 1
- (2b) West Tie-In Phase 2
- (3) East Tie-In
- (4) YBI Transition Structure Advance Foundations
- (5) Administrative

An exhibit showing these categories and the general construction limits can be found in the included attachments.

The current total estimate for CCOs required to modify the original scope of SSD work in these defined categories is \$ 243.3 million. This estimate is based on more detailed analysis than was available during preparation of the strategy memos and in many cases includes auditable input from the contractor as well as independent verification from Bay Area Management Consultants. The estimate in the two strategy memos for this work was \$ 255 million. Some categories have increased while others have decreased. The current estimate for the SSD contract, including the modifications to the scope of work is \$ 327 million, approximately \$ 7 million below the original estimate of \$ 334 million. This current estimate consists of the following:

Original Contract Amount	\$ 71.2 million
Baseline CCOs (1 through 48)	\$ 12.1 million
State Furnished Materials	\$ 0.4 million
Strategy memo CCOs (49 and higher)	\$ 243.3 million
Total	\$ 327.0 million

Current estimates for the categories of work established in the strategy memo CCOs are addressed separately in the following sections.

SSD New Viaduct**1****DRAFT**Progress of Work

Construction of foundations and columns are complete. Due to the revised strategy and design changes, the new viaduct structure was made to be a stand-alone structure. To accommodate this, bent caps were added between the tops of each pair of columns. The addition of the bent caps required some additional reinforcement be added to the tops of the columns. In March 2007, the Contractor began erecting the falsework in preparation of retrofitting the columns and constructing the bent caps. Demolition of the existing columns and the required modifications are complete. The construction of the bent caps is in progress.

Fabrication of the structural steel truss for the viaduct superstructure is taking place at Dongkuk S&C in South Korea. Fabrication began in November 2006 and is substantially complete with the exception of the changed work directed under CCO No. 67 to accommodate the ETI roll out/roll in design. The first and second shipments of steel have arrived. With regard to the CCO No. 67 changes, all shop drawings have been approved and material is in the process of being delivered to Dongkuk S&C for fabrication. This fabrication work is scheduled to begin January 2008 with the third and final shipment expected to arrive by April/May 2008.

Contract Change Order Implementation Strategy for South-South Detour

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CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
49	LS	Stringer and Floor Beam Design Study	N/A	Yes	Yes	N/A	N/A	N/A	TBD	5/2/2006	\$109,182
49S1	FA	Truss Design Modifications (Changes to	N/A	Yes	Yes	N/A	N/A	Yes	TBD	8/17/2006	\$150,000
49S2	FA		N/A	Yes	Yes					12/18/2006	\$100,000
Subtotal (CCO #49 and Supplements)											\$359,182
50	FA	Stand Alone Viaduct Design	N/A	Yes	Yes	N/A	N/A	Yes	TBD	5/8/2006	\$325,000
50S1	FA			Yes	Yes					10/16/2006	\$300,000
50S2	FA			Yes	Yes					12/18/2006	\$100,000
50S3	FA			Yes	Yes					2/13/2007	\$175,000
Subtotal (CCO #50 and Supplements)											\$900,000
54	LS	Deck Drainage	N/A	Yes	Yes	N/A	N/A	Yes	Done	5/2/2007	\$8,000
55	LS	Viaduct Fabricator Change (SGT Closeout)	N/A	Yes	Yes	N/A	ATP June 2007	Yes	Done	8/7/2007	\$5,665,330
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials	N/A	No	No	No	N/A	No	TBD	No	\$500,000
58	LS	Bridge Removal Plan Conc. VIA	N/A	Yes	Yes	N/A	N/A	Yes	Done	12/14/2006	\$60,000
58S1	LS	Additional Funds Bridge. Removal Plan VIA	N/A	Yes	Yes	N/A	N/A	Yes	Done	7/20/2007	\$40,000
59	LS	Water Blast Rebar Cages	N/A	Yes	Yes	N/A	N/A	Yes	Done	2/22/2007	\$5,000
60	LS	Construction of Bent Caps	N/A	Yes	Yes	Yes 4/26/07	ATP June 2007	Yes 6/13/07	Done	6/18/2007	\$7,435,950
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	N/A	Yes	Yes	Yes 8/27/07	N/A	Yes 5/14/07	N/A	9/27/2007	\$800,000
79	LS	Fabrication Cost for Viaduct Design Changes	N/A	Yes	Yes	N/A	ATN June 2007	Yes	Done	8/7/2007	\$803,400
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06	N/A	No	No	No	N/A	No	TBD	No	\$300,000
80	LS	Erection Costs for Viaduct Design Changes through October 2006	N/A	No	No	No	N/A	No	TBD	No	\$6,912,200
82	FA	AC Paving and Erosion Control for Deck Drainage	No	No	No	N/A	N/A	N/A	N/A	No	\$250,000
85	LS	Design of 300mm Waterline Relocation	N/A	Yes	Yes	N/A	N/A	N/A	N/A	No	\$10,486
87	LS	Viaduct Shipping Escalation Costs	N/A	Yes	Yes	N/A	ATN June 2007	Yes	Done	10/2/2007	\$534,570
88	LS	Viaduct Fabrication Delays	N/A	Yes	Yes	N/A	ATN June 2007	Yes	N/A	8/7/2007	\$954,460
88S1	LS	Viaduct Fabrication Delays	N/A	Yes	Yes	N/A	N/A	Yes	N/A	9/27/2007	\$776,630
98		Viaduct Steel Storage and Handling Cost	No	No	No	No	N/A	No	N/A	No	\$500,000
99		Viaduct Erection Costs (Post Oct. 2006)	No	No	No	No	N/A	No	N/A	No	\$950,000
100		Viaduct Fabrication Costs (Post Oct. 2006)	No	No	No	No	N/A	No	N/A	No	\$650,000
105		Dongkuk fabrication costs (July 2007 Plans)	No	N/A	No	No	N/A	No	N/A	No	\$800,000
106		Temp Bracing Fabrication Costs (July 2007 Plans)	No	N/A	No	No	N/A	No	N/A	No	\$650,000
107		CCM Erection Support Costs	No	N/A	No	No	N/A	No	N/A	No	

Current Forecast for SSD New Viaduct

\$29,865,208

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ATN = Authorization to Negotiate
Bold = CCOs not issued yet
ATP = Authorization to Proceed

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Status of Contract Change Orders: SSD New Viaduct

CCO #55 addressing cost associated with changing steel fabricators has been negotiated and issued for \$5,665,330. CCO #60 was issued for \$7,436,950 to construct viaduct bent caps per the design performed under CCO #50. CCO #80, addressing steel erection costs resulting from the Viaduct design changes, has been resolved for \$6,912,200. A cost of \$534,570 has been negotiated for Contract Change Order #87 to address shipping escalation incurred by the Viaduct steel fabricator, Dongkuk S&C, as a result of Contract Change Orders #49 and #50. CCO #88 has been issued for \$954,460 to partially address fabrication delay costs resulting from Contract Change Orders #49 and #50. CCO #88S1 has since been negotiated for \$776,630 to address the remainder of these costs. Contract Change Orders #99 and #100 have been identified for erection and fabrication costs resulting from design changes (CCOs # 50 & 67) made through October 2006, while CCO's 105 and 106 have been identified for additional fabrication changes through July 2007.

Budget Status

The Viaduct portion of the SSD was bid at \$26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be \$9M. Currently the total additional costs associated with viaduct enhancements are approximately \$29.9M. In April 2006, the TBPOC approved \$1.0M for CCOs #49 and #50 and \$4.0M for the related construction. The TBPOC also approved authority to negotiate in the amount of \$8.5M for the relocation of Viaduct fabrication from China to South Korea. The originally estimated \$10.5M in closeout cost has been negotiated down to approximately \$5.665M. These added entitlement costs will be paid from previously approved supplemental funds. In June 2007, CCO #55 was presented to the TBPOC and approved. It has since been issued to the Contractor. Additionally, in May 2007, the TBPOC approved authority to negotiate in the amount of \$8.0M for construction of bent caps (CCO #60). This CCO has since been approved at the June 2007 TBPOC Meeting and issued for \$7.436M.

West Tie-In Existing Viaduct

Phase 1

2a

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain as well as the re-construction of the westbound on-ramp approach slab bridge connection. Construction of the permanent barrier on the north side is in progress.

Contract Change Order Implementation Strategy for South-South Detour December 11, 2007

The Design of the westbound on-ramp approach slab bridge connection has been delivered to construction by the end of October 2007. The contractor is preparing a cost estimate for this work.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	Yes	Yes	N/A	Yes	N/A	Yes 1/09/07	N/A	2/27/2007	\$400,000
61S1	LS/FA	Construction of Stage 1 Area and Substructure	Yes	Yes	Yes	Yes	ATP June 2007	Yes 5/16/07	Done	5/18/2007	\$9,995,644
Subtotal (CCO #61 and Supplements)											\$10,395,644
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	Yes	N/A	N/A	N/A	Yes	N/A	7/20/2007	\$175,000
68	FA	Temporary Electrical Work	Yes	Yes	N/A	N/A	N/A	N/A	N/A	7/20/2007	\$140,000
68S1	FA	Temporary Electrical Work Stage 2, 3 & 4	No	No	N/A	N/A	N/A	N/A	N/A	10/31/2007	\$510,000
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	Yes	Yes	Yes	Yes	ATP July 2007	Yes	Done	7/20/2007	\$11,096,900
76	LS	Labor Day Bridge Demolition and Move-In	Yes	Yes	Yes	Yes	ATP July 2007	Yes	Done	7/20/2007	\$2,240,300
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	Yes	Yes	Yes	Yes	ATP July 2007	Yes	Done	9/27/2007	\$10,144,140
84	LS	Skid Track Foundations and Temporary Columns	N/A	Yes	Yes	N/A	ATP July 2007	Yes	Done	7/31/2007	\$3,980,000
101	LS	Reconstruct Slab, West Bound On-ramp	No	No	N/A	N/A	N/A	N/A	N/A	No	\$700,000
103		Labor Day Weekend Closure Misc. Costs	No	No	N/A	N/A	N/A	N/A	N/A	No	\$200,000
Current Forecast for West Tie-In Existing Viaduct											\$39,581,984

Bold = CCOs not issued yet
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 ATP = Authorization to Proceed

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CCO #61S1 for constructing staging areas and the substructure for the Phase 1 portion of the West Tie-In has been issued for \$9,995,644. CCO #72 for the WTI Phase 1 superstructure has been issued for \$10,596,900. CCO #84 addressing the costs of temporary columns and skid track foundation has been issued for \$3,980,000. Costs for the Labor Day demolition, move-in and TMP related activities have been issued under CCO #76 S0 and S1 for \$2,240,300 and \$10,144,140, respectively.

Budget Status

The estimated cost of adding the Phase 1 West Tie-In work is \$40M. The TBPOC approved authority to negotiate in the amount of \$10M for CCO #61S1 at the May 2007 TBPOC Meeting. The Department has since agreed to a \$9.995M lump sum price for CCO #61S1. This was presented to the TBPOC in June 2007 and was approved. CCOs #72, #76S0, and #84 were presented to and approved by the TBPOC at a July 2007 teleconference. The final Labor Day CCO # 76S1 was approved by the TBPOC at an August 2007 teleconference. Approximately \$39.6M is the current forecast for the various West Tie-In (Phase 1) CCOs.

West Tie-In

Phase 2

2b

Progress of Work

The foundations design for the Phase 2 work has been delivered with the complete Phase 2 design package expected in February 2008. The contractor is preparing a cost estimate for the foundation work.

Construction/Design Coordination meetings with the Contractor are on going.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
52	N/A	Elimination of Contractor's Design of Tie	N/A	N/A	N/A	Yes	N/A	Yes	N/A	3/2/2007	\$0
62	LS	Construction of Phase 2 WTI	No	No	No	No	N/A	No	TBD	No	\$13,000,000
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	Yes	Yes	Yes	Yes	N/A	Yes	N/A	7/20/2007	\$384,130
108		Phase 2 Substructure	No	No	N/A	N/A	N/A	N/A	N/A	No	
Current Forecast for West Tie-In											\$13,384,130

Bold = CCOs not issued yet
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 ATP = Authorization to Proceed

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CCO #52 has been executed at no cost to address designer of record issues related to the Department taking back the design of the East and West Tie-In. Cost related to construction is currently estimated at \$13.4M and will be addressed in the construction related CCOs for the individual elements, with CCO #108 being issued for the foundation work.

Budget Status

The Contractor's bid price for the West Tie-In was \$9.0M. Based on the Department's Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional \$13M to the original contract bid item.

East Tie-In

3

Progress of Work

The complete ETI design package is expected to be delivered in March 2008 with a 65% in progress package delivered in October 2007. Complete Bent 52A and skid bent foundation design packages have also been delivered. Construction/Design Coordination meetings with the Contractor are on going.

Work to relocate the existing SFPUC sanitary sewer pump station in conflict with the ETI Bent 52A has already begun, with specialized equipment and materials for the relocation having been ordered (CCO #69). Work to relocate the AT&T fiber optic duct bank is in conflict with the ETI skid bent footings is also expected to being in December 2007.

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Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
63	FA	Advance Engineering (Work Plans and	N/A	Yes	N/A	N/A	N/A	Yes	N/A	9/27/2007	\$800,000
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	Yes	Yes	Yes	N/A	N/A	Yes	N/A	10/10/2007	\$111,280
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station	Yes	No	No	No	N/A	No	N/A	No	\$490,000
90	LS	ETI Roll-In Roll-Out	No	No	No	N/A	Pending	No	TBD	No	\$13,600,000
90S1	LS	Construct East Tie-In (ETI)	No	No	No	N/A	Pending	No	TBD	No	\$16,740,000
92	FA	ETI AT&T Fiber Optic Relocation	No	No	No	No	N/A	No	N/A	No	\$175,000
93	FA	Lead Paint Mitigation Existing Truss	No	No	No	No	N/A	No	N/A	No	\$560,000
97	FA	Construct Bent 52A	No	No	No	No	N/A	No	N/A	11/19/2007	\$850,000
104	LS	Peir E-1 Access Towers	No	N/A	No	No	N/A	No	N/A	No	\$150,000
Current Forecast for East Tie-In											\$33,476,280

Bold = CCOs not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

CCO #52 has been executed at no cost to address designer of record issues related to the Department taking back the design of the East and West Tie-In. The Contractor fulfilled its obligation to design the ETI. As such, the original contract allotment for this bid item will be paid and any credit to the Department will be negotiated. The changes related to construction will be addressed in the construction related CCO's for the individual elements. CCO # 93, #97, and #104 have been identified for the initial stages of retrofit work to the existing truss to be moved out and the construction of Bent 52A for the new tie-in. The remaining ETI construction work is captured in CCO #90, which will be divided into multiple CCO's as portions of the ETI design package are delivered to construction.

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Budget Status

The work item for East Tie-In originally bid by the Contractor was \$6.0M. Additionally, another \$1.46M was bid by the Contractor for the demolition of the existing span moved out for the East Tie-In. The Department forecasts additional costs associated with the construction of the East Tie-In to be \$33.5M. As the work progresses and related Contract Change Orders are negotiated, the estimate will be updated.

Yerba Buena Island Transition Structures Advance Foundations

4

Progress of Work

The current YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3L foundation (including tie-downs) and column up to the splice zone, was completed on March 15, 2007. This work was accomplished on an accelerated schedule to accommodate the SAS Contractor's schedule for W2 bent cap construction. It is anticipated that work to complete W3L column will resume in January 2008 when this area becomes available for the construction of W3R. Work at W4 continues with the W4L 1st column cast on November 13, 2007, and CIDH pile construction completed at W4R. W6L pile driving operations began on October 10, 2007, and all piles have been driven at W6L and W6R-N.

DRAFTStatus of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	Yes	Yes	N/A	N/A	N/A	N/A	N/A	1/8/2007	\$150,000
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of	Yes	Yes	Yes	Yes	ATP February 2007	Yes 3/13/07	Done	4/4/2007	\$5,835,000
Subtotal (CCO #64 and Supplements)											\$5,985,000
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	Yes	Yes	Yes	Yes	N/A	Yes 4/4/07	N/A	Yes	\$500,000
70S1	FA	YBITS Advance - ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp	Yes	N/A	No	N/A	N/A	No	N/A	No	\$450,000
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	Yes	Yes	Yes	Yes	ATP October 2007	No	Done	11/19/2007	\$62,958,990
75	LS	YBITS W7R/L Foundations and Columns	Yes	93	No	No	ATN June 2007	No	TBD	No	\$25,000,000
77	LS	YBITS W4L Foundations and Columns	Yes	Yes	Yes	N/A	ATP July 2007	Yes 6/13/07	Done	7/20/2007	\$7,125,000
78	FA	Relocation of Sewer Force Main	Yes	Yes	Yes	N/A	N/A	N/A	N/A	7/17/2007	\$125,057
94	LS	YBITS Temp. EB Onramp Abutment	No	No	No	No	N/A	No	N/A	No	\$1,750,000
Current Forecast for YBI Transition Structures Advance Foundations											\$103,894,047

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The Department has estimated the cost of the YBITS Advance Foundations to be \$103.2M. Removal of the existing bridge is included in the current contract. However, the Department anticipates additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. These costs will be addressed in CCO #65. Remaining YBITS CCOs in negotiation are CCO's #75 and #94.

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Budget Status

The construction of the YBITS Advance Foundations and Columns was estimated to cost \$110.5M. The TBPOC gave approval to negotiate a CCO for work at Bent W3L up to an amount not to exceed \$7M. Contract Change Orders #64 and #64S1 have been issued for a total of \$5.985M. These Contract Change Orders were presented to and approved by the TBPOC at the February 2007 Meeting. CCO's #77 and #73 were approved in July 2007 and November 2007 respectively. As the work progresses and the related Contract Change Order is negotiated, this estimate will be updated.

Administrative Issues

5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of milestones has been provided to the Contractor to incorporate into the project schedule:

	Date	Status	Notes
W3L Complete	March 15th, 2007	Complete	finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008		
W3R, W4L/R, W6L/R, and W7L/R/Ramp Complete	December 31st, 2008		
Upper East Tie-In Area Available to CCM	April 2nd, 2009		
East Tie-In Roll-Out/Roll-In Complete	May 26th, 2009		
Frame 1 YBITS Area (Bent 7 West) Vacated by CCM	September 1st, 2009		
Project Completion	December 31st, 2009		

The Department has established a new completion date of December 31, 2009 and is negotiating for an equitable revised Time Related Overhead rate. Costs related to escalation and NOPC issues are also being negotiated with the Contractor. NOPC's with significant exposures include issues on the East Tie-In Design Criteria (NOPC #3, \$4.3M), Viaduct Segment Bearings Changes (NOPC #8, \$658K), and Design Submittal Review (NOPC #16, \$2.1M).

DRAFTStatus of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	Plans from Design	CT Estimate Complete	CCM Estimate Complete	HQ ATP	TBPOC Approval	HQ I&A	Target TBPOC Meeting Date	CCO Executed	Anticipated CCO Cost
51		NOPC 12 & 13 Resolution	N/A	N/A	N/A	Yes	N/A	Yes	N/A	8/17/2006	\$25,234
53		Handling and Storage of Material	N/A	N/A	N/A	Yes	N/A	Yes	N/A	12/8/2006	\$240,000
56		Imbsen Claim Settlement	N/A	Yes	Yes	N/A	Pending	No	TBD	No	\$7,000,000
57	LS	Demolition of Building 206	N/A	Yes	Yes	N/A	N/A	N/A	N/A	10/18/2006	\$22,378
57S1	LS	Remove and Clear Building 254	N/A	Yes	Yes	N/A	N/A	N/A	N/A	6/4/2007	\$10,572
65		Demolition of Existing Bridge	No	No	No	No	ATN	No	TBD	No	\$3,500,000
86	LS	Additional Suspension Costs	N/A	No	No	N/A	N/A	No	N/A	No	\$100,000
91	LS	Contract Days Extension/TRO Compensation 271 days to March 08	N/A	Yes	N/A	N/A	Pending	Yes	TBD	No	\$1,818,948
91S1	LS	Contract Days Extension/TRO Compensation 664 days +/- days to	N/A	Yes	N/A	N/A	Pending	Yes	TBD	No	\$9,991,580
96		Shotcrete Slope at Bent 48	No	No	No	No	N/A	No	N/A	No	\$190,000
102		Surface Drainage	N/A	Pending					TBD	No	
109		MEP Coordination	N/A	Pending					TBD	No	\$150,000
Current Forecast for Administrative											\$23,048,711

Bold = CCOs not issued yet

ATN = Authorization to Negotiate

ATP = Authorization to Proceed

The original contract allotment provided \$1.3M for COZEEP. However, with two full bridge closures planned additional funds will be required. The added COZEEP will not result in a Contract Change Order and is shown here to capture costs to the project. CCO #24S3 has been voided and TRO related costs will now be addressed under CCO #91 and its supplements.

Budget Status

Costs of \$44.3M have been estimated for additional Time Related Overhead, escalation issues, and undefined risk items. As Contract Change Orders for these items are negotiated, the original estimate will be updated. Costs related to settlement of NOPC issues will be paid out of the contract contingency.

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BUDGET SUMMARY

Status of Changes on SSD Contract

	Scope of Work	Current Forecast
(0)	Original Bid Items + Previous CCO's	\$83.7
(1)	SSD New Viaduct	\$29.9
(2a)	West Tie-In Existing Viaduct Phase 1	\$39.6
(2b)	West Tie-In Phase 2	\$13.4
(3)	East Tie-In	\$33.5
(4)	YBI Transition Structures Advance Foundations	\$103.9
(5)	Administrative Issues	\$23.0
	Total	\$327.0

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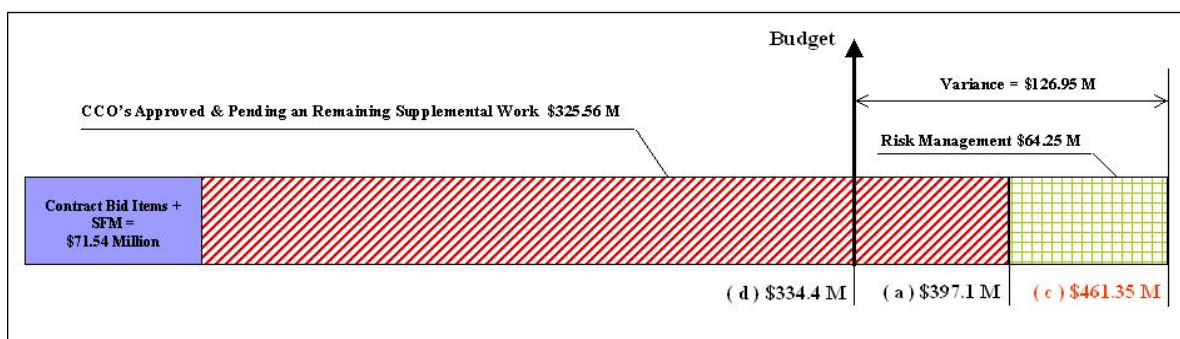
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Contract Award:	March 10 th , 2004	Suspension Days:	302 Working Days
Original Working Days:	475 Working Days	Contract Extensions:	1195 Working Days
Original Contract Completion:	July 27 th , 2005	Projected Contract Completion:	December 31, 2009
Original Contract Amount:	\$71,159,650	Current Project Estimate:	\$397,100,000

Introduction

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project.

The current approved SSD budget is \$334.4M. In January 2008 the SSD budget estimate was revised to a projected cost of \$397.1M. This figure is based on the latest available information noting that the plans and specifications for the WTI Phase 2 and ETI range from the 65% to 100% stage. Based on this, the current 50% RMC estimate is \$64.2M.



Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been broken down into the following categories with their associated estimated cost:

Category	Scope of Work	Original Strategy Memo Estimate	January 2008 Implementation Memo Revised Estimate	Current Status	Change From Last Implementation Memo Estimate
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	\$92.0	\$83.7	\$83.6	(\$0.1)
(1)	SSD New Viaduct	\$9.0	\$31.9	\$32.5	\$0.6
(2a)	West Tie-In Existing Viaduct Phase 1	\$40.0	\$39.6	\$40.2	\$0.6
(2b)	West Tie-In Phase 2	\$13.0	\$15.0	\$15.3	\$0.3
(3)	East Tie-In	\$34.0	\$72.5	\$72.7	\$0.2
(4)	YBI Transition Structures Advance Foundations	\$110.5	\$105.8	\$106.0	\$0.2
(5)	Administrative Issues and General CCOs	\$35.9	\$48.6	\$48.9	\$0.3
Subtotal		\$334.4	\$397.1	\$399.2	\$2.1
*Contingency (10% of remaining work)			\$26.7		
Total Projected Estimate			\$423.8		

* Contract payments as of January 20, 2008: \$129.9 M

As shown, the January 2008 forecast for CCOs required to modify the original scope of the SSD work as defined in Categories 1 through 5 is revised to \$313.4M. The status of each category of work is discussed in the succeeding pages of this report.

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Bid Items, Baseline CCO's, & State Furnished Material

0

The break down of Category (0) is as follows:

Original Contract Amount	\$ 71.2 million
Baseline CCOs (1 through 48)	\$ 12.0 million
State Furnished Materials	\$ 0.4 million
Total	\$ 83.6 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	\$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	\$200,000.00
2	Bidder Compensation	5/8/2004	\$1,575,000.00
3	Partnering	9/7/2004	\$25,000.00
4	DRB	9/7/2004	\$100,000.00
5	Federal Trainee Program	11/12/2004	\$20,000.00
5S1	Non-Journey Person Training	3/10/2005	\$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	\$0.00
7	Sampling and Analysis Work	8/30/2004	\$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	\$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	\$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	\$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	\$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	\$500,000.00
11	Utility Potholing	9/14/2004	\$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	\$5,000.00
13	PMIV Document Management System	11/3/2004	\$486,743.50
14	Temporary Suspension	5/19/2004	\$0.00
15	Archaeology Investigation	7/19/2004	\$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	\$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	\$108,217.45
18	Access Control Measures	9/8/2004	\$50,000.00
19	EDR1 Alignment Modification	5/12/2005	\$0.00
20	A490 Bolts	10/23/2006	\$0.00
21	Removal /Disposal of Stairway	4/13/2005	\$14,060.00
22	Clean Stairs and Walkways	5/24/2005	\$35,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	\$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	\$29,782.99

CCO #	Description	Executed Date	Cost
24S2	Temporary Suspension Partially Extended	5/2/2006	\$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	(\$19,000.00)
26	Bent 48 Articulation	4/22/2005	\$0.00
27	Bent 52L Footing Conflict	1/19/2006	\$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	\$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	\$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	\$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	\$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	\$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	\$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Deleted	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	\$0.00
39	Provide Shuttle Service to USCG	6/27/2005	\$10,000.00
40	Sewer Pipe Material Change	9/26/2005	\$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	\$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	\$5,000.00
43	Material On Hand Specification Change	9/16/2005	\$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation	Voided	N/A
45	Additional SWPPP	2/21/2006	\$250,000.00
46	Southgate Road Reopening	3/8/2006	\$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	\$100,000.00
48	Buried Man-Made Objects	12/15/2005	\$50,000.00

Total for Baseline Contract Change Orders

\$12,035,047.26

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

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SSD New Viaduct

1

Progress of Work

Construction of foundations and columns are complete. Of the four Viaduct bent caps, caps 49, 50, and 51 are complete. Bent cap 52 is in progress.

Fabrication of the structural steel truss for the Viaduct superstructure is taking place at Dongkuk S&C in South Korea. Fabrication began in November 2006. Spans 48, 49 and 50 are complete with the steel on site. With regard to span 51, shop drawings have been completed, steel has arrived at Dongkuk S&C, fabrication is progressing and steel is expected to arrive on site May 2008.

Steel erection at span 48 is approximately 70% complete.

Status of Contract Change Orders: SSD New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from Last Implementation Memo Estimate
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	\$109,182	N/A
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	\$150,000	N/A
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	\$100,000	N/A
Subtotal (CCO #49 and Supplements)						\$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	\$325,000	N/A
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	\$300,000	N/A
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	\$100,000	N/A
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/2007	\$175,000	N/A
Subtotal (CCO #50 and Supplements)						\$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/2007	\$8,000	N/A
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/2007	\$5,665,330	N/A
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials		Mar TBPOC	In progress	\$980,600	\$70,600
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/2007	\$5,000	N/A
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/2007	\$7,435,950	N/A
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/2007	\$800,000	N/A
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/2007	\$803,400	N/A
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06		N/A	In progress	\$250,000	\$0
80	LS	Erection Costs for Viaduct Design Changes through October 2006		Approved 1/31/08	Executed 2/20/2008	\$6,912,200	\$0
82	FA	AC Paving and Erosion Control for Deck Drainage		N/A	In progress	\$250,000	\$0
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	In progress	\$12,480	\$2,000
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/2007	\$534,570	N/A
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	\$200,000	N/A

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88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/2007	\$954,460	N/A
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/2007	\$776,630	N/A
98		Viaduct Steel Storage and Handling Cost		N/A	In progress	\$500,000	\$0
99		Viaduct Erection Costs (Post Oct. 2006)		TBD	In progress	\$1,002,330	\$0
100		Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	\$650,000	\$0
105		Dongkuk fabrication costs (July 2007 Plans)		TBD	In progress	\$2,100,000	\$1,300,000
106		Temp Bracing Fabrication Costs (July 2007 Plans)		N/A	In progress	\$150,000	(\$500,000)
107		CCM Erection Support & Escalation Costs		N/A	In progress	\$500,000	(\$500,000)
111		USCG Parking Replacement and Protection	N/A	N/A	In progress	\$176,000	\$76,000
115		Third VIA Shipping for CCO #67 July 07 plans		N/A	In progress	\$400,000	\$0
		Relocate USCG road for steel erection FW Towers at Span 51	N/A	N/A	In progress	\$150,000	\$0
Current Forecast for SSD New Viaduct						\$32,476,132	\$448,600

Budget Status

The Viaduct portion of the SSD was bid at \$26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be \$9M. The January 2008 revised additional cost estimate is \$31.9M, with executed CCOs to date of \$26M.

West Tie-In Existing Viaduct Phase 1

2a

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain as well as the re-construction of the westbound on-ramp approach slab bridge connection. Construction of the permanent barrier on the north side is complete.

The Design of the westbound on-ramp approach slab bridge connection has been delivered to construction. The contractor has submitted a cost proposal. Negotiations are ongoing.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from Last Implementation Memo Estimate
58		Bridge Removal Plan	N/A	N/A	Executed 11/21/06	\$60,000	N/A
58 S1		Bridge Removal Plan	N/A	N/A	Executed 7/05/07	\$40,000	N/A
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/2007	\$400,000	N/A
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/2007	\$9,995,644	N/A
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/2007	\$175,000	N/A

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68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/2007	\$140,000	N/A
68S1	FA	Temporary Electrical Work Stage 2, 3 & 4	I&A 12/02/07	N/A	Executed 10/31/2007	\$510,000	N/A
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/2007	\$11,096,900	N/A
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/2007	\$2,240,300	N/A
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/2007	\$10,144,140	N/A
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/2007	\$3,980,000	N/A
101	LS	Reconstruct Slab, West Bound On-ramp		N/A	In Progress	\$900,000	\$385,000
102		Northside Drainage Work	N/A	N/A	In Progress	\$60,000	(\$40,000)
103		Labor Day Weekend Closure Misc. Costs		N/A	Executed 2/20/08	\$173,140	(\$26,860)
117		Surface Drainage (Southside)		N/A	In Progress	\$240,000	\$240,000
Current Forecast for West Tie-In Existing Viaduct						\$40,155,124	\$558,140

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be \$40M. The January 2008 revised additional cost estimate is \$39.6M with executed CCOs to date of \$39M.

West Tie-In

Phase 2

2b

Progress of Work

Complete foundation design and 65% substructure and superstructure design for the Phase 2 work have been delivered. The complete Phase 2 design package is expected in February 2008. Cost negotiations to construct the foundations are complete with CCO 62 being processed.

Construction/Design Coordination meetings with the Contractor are on going.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from Last Implementation Memo Estimate
62	LS	Construction of Phase 2 WTI		Mar TBPOC	In Progress	(\$4,649,850)	(\$19,280,850)
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/2007	\$384,130	N/A
108		Phase 2 Substructure & Superstructure		TBD	In Progress	\$19,590,000	\$19,590,000
Current Forecast for West Tie-In						\$15,324,280	\$390,150

Budget Status

The Contractor's bid price for the West Tie-In was \$9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional \$13.0M. The January 2008 revised additional cost estimate is \$15.0M. This revision is based on complete foundation plans and 65% in progress substructure and superstructure plans.

East Tie-In

3

Progress of Work

The 65% in progress design package and 100% bent 52A and skid bent foundations design packages were delivered October 2007. The complete ETI design package is expected March 2008. The contractor has submitted a cost proposal for the construction of bent 52A and the skid bent foundations; cost negotiations are progressing. Construction/Design Coordination meetings with the Contractor are on going.

Work to relocate the existing SFPUC sanitary sewer pump station in conflict with bent 52A has commenced, with the procurement of specialized equipment and materials. Field construction is expected to start the first week in March. Work to relocate the AT&T fiber optic duct bank in conflict with the ETI skid bent footings is complete.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from Last Implementation Memo Estimate
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/2007	\$800,000	N/A
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/2007	\$111,280	N/A
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station		N/A	In Progress	\$499,996	\$11,986
90	LS	Construct ETI (skid bents, skid beam, truss, roll out/in, and demo.)		TBD	In Progress	\$48,743,490	(\$18,620,060)
92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	\$175,000	\$0
93	FA	Lead Paint Mitigation Existing Truss		N/A	Executed 2/20/08	\$563,725	\$3,725
97	FA	Bent 52A and Skid Bent Ftg's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/2007	\$850,000	\$0
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	\$150,000	\$0
112		Material Procure Skidbent (1532 Tower Legs)		Approved 1/30/08	Executed 2/19/08	\$2,000,000	\$0
112S1		Material Procure ETI Superstructure		Mar TBPOC	In Progress	\$8,500,000	\$8,500,000
113		Relocate Waterline at W3	N/A	N/A	In Progress	\$167,990	\$167,990
116		Fabricate Superstructure & Skidbent		TBD	In Progress	\$10,000,000	\$10,000,000
121		Soil Nail Wall Material Procure		N/A	In Progress	\$120,060	\$120,060
Current Forecast for East Tie-In						\$72,681,541	\$183,701

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was \$6.0M with an additional \$1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of \$34.0M to construct the Department's ETI roll out/roll in design concept. At the time, this estimate was based on minimal design information available. The January 2008 revised additional cost estimate is \$72.5M. This revision is based on complete Bent 52A and skid bent foundation design plans and 65% skid bent, skid beam, and truss design plans. Total CCOs executed to date are \$4.7M.

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**Yerba Buena Island Transition Structures
Advance Foundations**

4

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3L foundation and column up to the splice zone, was completed on March 15, 2007. Work at W4 continues with the construction of the second lift section for W4L and the footing section for W4R. All CIDH Piles at W4R are complete. At W6, the foundations for W6L and W6R-N are complete with the column construction progressing.

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from Last Implementation Memo Estimate
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/2007	\$150,000	N/A
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/2007	\$5,835,000	N/A
65		Demolish Exist Bridge (Bent 48 to YB-4)		TBD	In Progress	\$7,800,000	\$0
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	\$500,000	N/A
70S1	FA	YBITS Advance - ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp		N/A	Executed 1/30/08	\$450,000	\$0
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	\$62,958,990	N/A
75	LS	YBITS W7R/L Foundations and Columns			In Progress	\$18,557,884	\$0
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/2007	\$7,125,000	N/A
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/2007	\$125,057	N/A
94	LS	YBITS Temp. EB Onramp Abutment		TBD	In Progress	\$2,219,850	\$0
		Disposal of Hazmat at W 4L excavation	N/A	N/A	In Progress	\$100,000	\$0
118		Vibration & Elev. Monitoring at W5L		N/A	Executed 2/20/2008	\$50,000	\$50,000
120		CIDH Pile Mitigation Deduct		N/A	In Progress	(\$400)	(\$400)
124		Seismic Monitoring & Column Grounding		N/A	In Progress	\$100,000	\$100,000
Current Forecast for YBI Transition Structures Advance Foundations						\$105,971,381	\$149,600

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be \$107M. In addition, the temporary E.B. onramp abutment was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be \$3.5M. Removal of the existing bridge is included in the current contract however; the Department anticipates additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. The combined estimate for both was \$110.5M. The January 2008 revised additional cost estimate is 105.8M.

Total CCOs executed to date are \$77M.

Administrative Issues General CCO's

5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract. Additionally, costs for implementing COZEPP for the East and West Tie-Ins need to be accounted for.

The following list of milestones has been provided to the Contractor to incorporate into the project schedule:

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008		coordinating access with SAS
W3R, W4L/R, W6L/R, and W7L/R/Ramp Complete	December 31st, 2008		
Upper East Tie-In Area Available to CCM	April 2nd, 2009		
East Tie-In Roll-Out/Roll-In Complete	May 26th, 2009		
Frame 1 YBITS Area (Bent 7 West) Vacated by CCM	September 1st, 2009		
Project Completion	December 31st, 2009		

The Department has extended TRO compensation at the original contract rate through September 1, 2009. The Contractor has been directed to perform a TRO audit so that an appropriate TRO adjustment can be negotiated. The Department continues to pursue a resolution to outstanding NOPC issues including the impacts to the Contractor's design process.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from Last Implementation Memo Estimate
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	\$200,000	N/A
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	\$350,000	N/A
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	\$25,234	N/A
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed 3/2/07	\$0	N/A
53	0	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	\$240,000	N/A
56		Contractor's Design additional cost		Mar TBPOC	In Progress	\$6,837,310	(\$162,690)
57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	\$22,378	N/A
57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/2007	\$10,572	N/A
86	LS	Additional Suspension Costs	N/A	N/A	In Progress	\$42,764	(\$57,236)
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	Approved 8/24/07	Executed 10/31/07	\$1,818,948	N/A
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	\$8,463,159	\$0

South-South Detour, Contract No. 04-0120R4
Contract Change Order Implementation Strategy
March 2008 Updated

DRAFT

91 S2	LS	Global TRO adjustment and Base Contract TRO extension to December 31, 2009		TBD	In Progress	\$28,600,000	\$0
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/04/08	\$190,000	\$0
109		MEP Coordination	N/A	N/A	Executed 1/30/08	\$100,000	\$0
110		Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	\$150,000	\$50,000
123		Treasure Island Yard Lot Rental			In Progress	\$500,000	\$500,000
		Non CCO Charges...COZEED, lead survey, respirator training			In Progress	\$1,323,000	\$0
Current Forecast for Administrative and General CCOs						\$48,873,365	\$330,074

Budget Status

As of January 2008 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is \$48.6M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency

Additionally, the original contract allotment provided \$1.3M for COZEED. Subsequently, there were \$23,000 in other charges for a lead survey and respirator training both related to the WTI Phase 1 demolition work, providing for total non-CCO related charges of \$1.323M to the contract. These costs are shown here to capture costs to the project. It is also important to note that with two full bridge closures planned additional COZEED funds may be required.

Total CCOs executed to date are \$11.6M.

**ITEM 7: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES (PART TWO)**

b. Opportunity Corridor Schedule

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 7b

Item- San Francisco-Oakland Bay Bridge

Opportunity Corridor Schedule

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

During the January 2008 TBPOC meeting, the Self Anchored Suspension Bridge contractor, American Bridge/Flour provided an informal estimate of schedule status with respect to fabrication operations in China. The estimate was that fabrication was in the range of 3 months behind. The TBPOC requested a schedule update at the March 2008 TBPOC meeting to assess this information with respect to the overall corridor schedule.

The most recent Opportunity Corridor Schedule is included with this memo. Key points to note on the opportunity schedule are as follows:

1. The SAS schedule is the updated schedule produced by American Bridge/Fluor (ABF) in January 2008. The schedule is a reflection of ABF's view on schedule status, and may include a risk management element (i.e. it may not show the quickest path to the finish due to time added to manage perceived risk). It may include some portion of the fabrication delay discussed in January (due to the likely inclusion of some risk management element). The schedule shows completion of the SAS in March 2013, as required by the approved schedule. ABF has indicated that the current contract incentive for early delivery is high risk and low value and they are

not pursuing the incentive as specified. Revised incentive specifications are being developed to address this issue and will be presented at the April or May TBPOC meeting.

2. All other project schedules continue to reflect the opportunity to complete the corridor by September 2012, twelve months ahead of the approved schedule. This will be maintained, and improved if possible, to respond to potential early completion of the SAS.
3. The OTD2 schedule reflects time savings that can be realized regardless of whether the SAS is completed ahead of schedule. For example, the approved schedule shows corridor completion in September 2013. If the SAS is completed in March 2013, as currently shown on the ABF schedule, the OTD2 identified schedule savings would result in corridor completion also in March 2013, six months ahead of the approved corridor schedule.

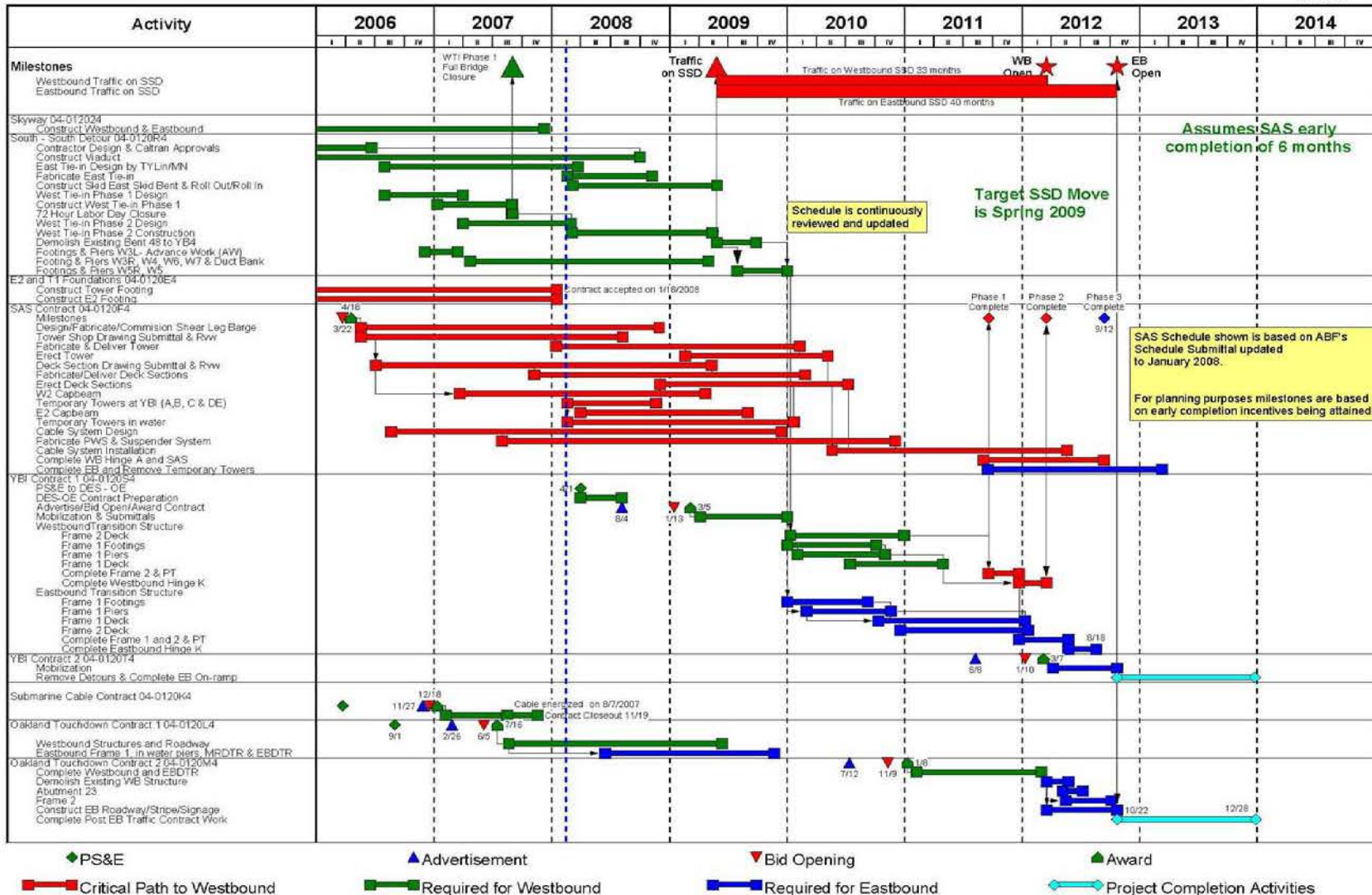
Schedulers have been sent to the fabrication site to assess the status of work. This will assist in analyzing and understanding the fabrication element of the current schedule submitted by ABF.

Attachment:

SFOBB – East Span Seismic Safety Project, Opportunity Schedule

SFOBB - East Span Seismic Safety Project Opportunity Schedule

Attachment #2
2/15/08



**ITEM 7: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES (PART TWO)**

- c. West Approach
 - 1) CCO 13, S 10
 - 2) Public Event

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 7c, 1)

Item- San Francisco-Oakland Bay Bridge

West Approach Contract Change Order 13, Supplement 10

Recommendation:

APPROVAL

Cost:

\$1,500,000

Schedule Impacts:

N/A

Discussion:

At the January 2008 TBPOC meeting, a budget increase of \$24.7 million was approved for West Approach project capital costs. This increased the capital budget from \$309 million to \$333.7 million.

The Department is requesting approval of Contract Change Order (CCO) 13, supplement 10 in the amount of \$1,500,000. This is within the new budget and was accounted for the in budget increase approved in January. CCO 13 has provided funding for support from the San Francisco Police Department (SFPD) and the San Francisco Department of Parking and Traffic (SFDPT) for the various ongoing closures and detours required for the project. This support complements the activities of the California Highway Patrol (CHP) and has provided consistent traffic control throughout the life of the project. The concerted effort of SFPD, SFDPT and CHP has played a key role in minimizing traffic impacts.

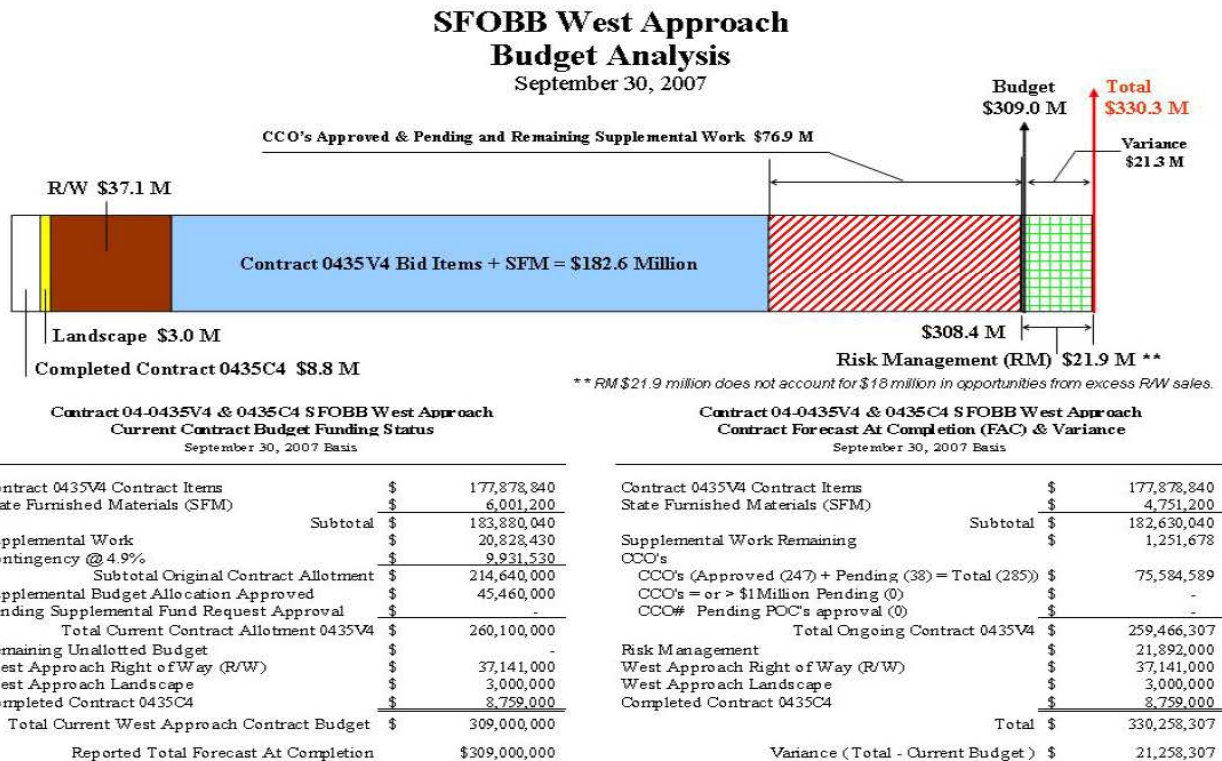
To date, \$4,450,000 has been committed to CCO 13 and supplements 1 through 9. An additional \$1,500,000 is being requested at this time for the estimated necessary support remaining. This estimate is based on the anticipated early completion of the project.

Attachments:

SFOBB West Approach, Budget Analysis, September 30, 2007

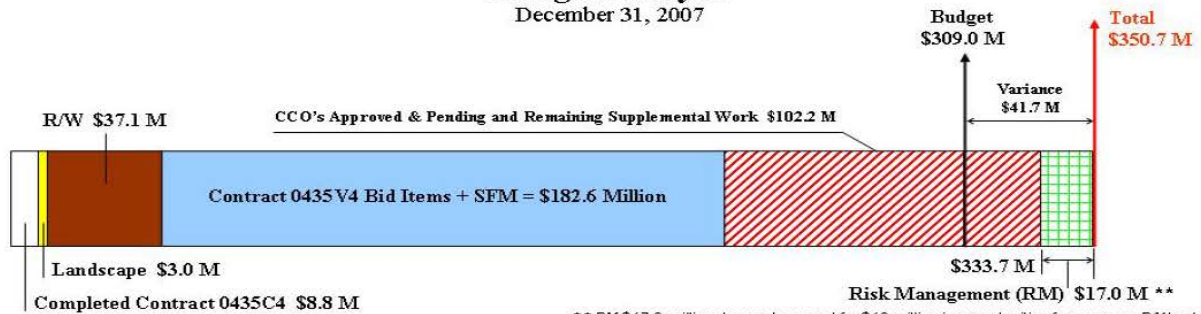
SFOBB West Approach, Budget Analysis, December 31, 2007

CCO 13, Supplement 10 and CCO Memorandum



Confidential Draft – For Deliberative Purpose Only

SFOBB West Approach Budget Analysis December 31, 2007



**Contract 04-0435V4 & 0435C4 SFOBB West Approach
Current Contract Budget Funding Status**
December 31, 2007 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	6,001,200
Subtotal	\$	183,880,040
Supplemental Work	\$	20,828,430
Contingency @ 4.9%	\$	9,931,530
Subtotal Original Contract Allotment	\$	214,640,000
Supplemental Budget Allocation Approved	\$	45,460,000
Pending Supplemental Fund Request Approval	\$	-
Total Current Contract Allotment 0435V4	\$	260,100,000
Remaining Unallotted Budget	\$	-
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total Current West Approach Contract Budget	\$	309,000,000
Reported Total Forecast At Completion In 3rd Quarter 2007 TBSRP Report	\$	309,000,000

**Contract 04-0435V4 & 0435C4 SFOBB West Approach
Contract Forecast At Completion (FAC) & Variance**
December 31, 2007 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	4,751,200
Subtotal	\$	182,630,040
Supplemental Work Remaining	\$	1,181,548
CCO's		
CCO's (Approved (256) + Pending (96) = Total (352):	\$	92,206,665
CCO's = or > \$1 Million Pending (3)	\$	8,760,000
CCO# Pending POC's approval (0)	\$	-
Total Ongoing Contract 0435V4	\$	284,778,253
Risk Management	\$	16,991,000
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total	\$	350,669,253
Variance (Total - Current Budget)	\$	41,669,253

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CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 13	Suppl. No. 10	Contract No 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:
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To: TUTOR-SALIBA CORP

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Additional Funds

Estimated cost of Extra Work at Force Account\$1,500,000.00

DRAFTEstimated Cost: Increase ☒ Decrease ☐ \$1,500,000.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer Deanna Vilcheck	Date
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Approval Recommended by

Signature	District Construction Deputy Director Mike Forner	Date
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Engineer Approval by

Signature	District Construction Deputy Director Mike Forner	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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CONTRACT CHANGE ORDER MEMORANDUM

DATE: 10/16/2007 Page 1 of 1

TO: Dennis Turchon / Deanna Vilcheck		FILE: E.A. 04 - 0435V4	
FROM: Deanna Vilcheck		CO-RTE-PM SF-80-4.9/5.9	
		FED. NO.	
CCO#: 13	SUPPLEMENT#: 10	Category Code: AWZZ	CONTINGENCY BALANCE (incl. this change) \$0.00
COST: \$1,500,000.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: additional funds		PROJECT DESCRIPTION: SEISMIC RETROFIT	
Original Contract Time: 1824 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 52 Day(s)	Percentage Time Adjusted: (including this change) 3 %
			Total # of Unreconciled Deferred Time CCO(s): (including this change) 0

THIS CHANGE ORDER PROVIDES FOR:

additional funds for the work of CCO 13 S0, S1, and S4.

These change orders provide for traffic control to be performed by officers from both the San Francisco Police Department and the San Francisco Department of Parking and Traffic, and for public service announcement of pending closures to mitigate traffic impacts to the public. The work of these change orders is compensated as extra work at force account.

This supplement provides for \$1,500,000.00 in additional funds. The total cost to date of this change, including this supplement, is \$5,950,000.00. The Supplements S0 - S7 were fully funded by the \$3,500,000.00 allocation in the supplemental work fund titled "Traffic Control Utilizing Special Forces." An additional \$950,000.00 for Supplement S8 and Supplement S9 were financed from the contingency funds allotted to the contract. This Change Order for \$1,500,000.00 will also be financed from the contingency funds allotted to the contract and will pay for on-going work through the end of the project.

DRAFT

A cost analysis is on the file in the Resident Engineer Project Records.

No adjustment of contract time is warranted, as this change does not affect the controlling operation.

Maintenance concurrence is not required for this work.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer: D. Vilcheck	Date		THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$0.00	\$0.00
Project Engineer: H. Wong	Date		FORCE ACCOUNT	\$1,500,000.00	\$5,950,000.00
Project Manager: A. Melkonians	Date		AGREED PRICE	\$0.00	\$0.00
FHWA Rep.:	Date		ADJUSTMENT	\$0.00	\$0.00
Environmental:	Date		TOTAL	\$1,500,000.00	\$5,950,000.00
Other (specify):	Date		FEDERAL PARTICIPATION		
Other (specify):	Date		<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE PERCENT _____ _____ _____		

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 7c, 2)

Item- San Francisco-Oakland Bay Bridge

West Approach Public Event

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

An update on the West Approach public event will be provided at the meeting.

**ITEM 7: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES (PART TWO)**

- d. Gateway Park: Public Access Visioning
Conference

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** February 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 7d

Item- Gateway Park – Public Access Visioning Conference

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

A Visioning Conference will be hosted by the TBPOC this spring in the Bay Area. The date is currently being rescheduled from April 3 to June 5, 2008. The conference will focus on the Gateway Park Site Area, an area including the Oakland Spit, the peninsula that currently houses the toll plaza and eastern end of the San Francisco-Oakland Bay Bridge, spanning east along I-80 to the former Oakland Army Base. The purpose of the conference is to jumpstart a cohesive and coordinated process with key stakeholders, including BCDC, East Bay Regional Park District (EBRPD), and the City of Oakland, that delves into such issues as the new bridge and permit requirements, connectivity of the bike paths, museum, location and design of the maintenance complex, land ownership and redevelopment plans, as it relates to the proposed Gateway Park. A pre-meeting with key stakeholders is occurring today at the office of BCDC and will include the Executive Directors of BCDC and EBRPD, the City of Oakland, as well as the PMT.

Desired outcomes of the Visioning Conference include:

- 1) Solidify amongst all stakeholders a vision for the properties encompassing the Gateway Park Site Area, recognizing that the TBPOC has near-term obligations and projects that are desired to be carried out in a compatible manner with other stakeholder projects in the area.

- 2) Identify a working group to ensure that all stakeholders are working toward a common vision.
- 3) Determine next steps.

A number of different planning efforts are either underway or upcoming regarding development of the area. Several of these efforts involve the TBPOC, and they include:

- City of Oakland - redevelopment of former Oakland Army Base property
- Port of Oakland - port expansion
- East Bay Regional Park District (EBRPD) - development of the new Gateway Park at the end of the Oakland Spit
- East Bay Municipal Utility District (EBMUD) - facility expansion
- California Department of Transportation (Department) - new maintenance village
- Department - public access permit requirements from the Cypress project (bike paths)
- Department - public access requirements from the East Span project (bike paths, landscaping/additional area for joint use by the Department and EBRPD)
- Department - historic preservation requirements from the National Historic Preservation Act Section 106 Memorandum of Agreement

ITEM 8: OTHER BUSINESS

No Attachments